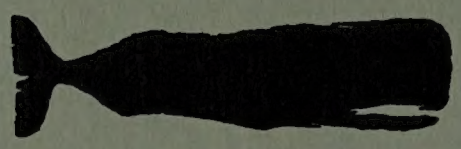
An Addition
to the
Nicholson
Whaling
Collection



Providence Public
Library

Wh
G845
1857L

Wh
G845
1857L

Paine 1957

467 50

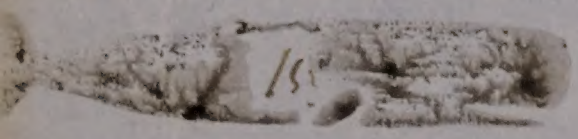
May 9-1857— Oct 7, 1861

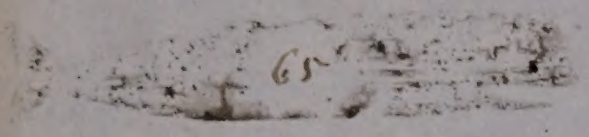
Whales Taken On Board Baryna. Greyhound

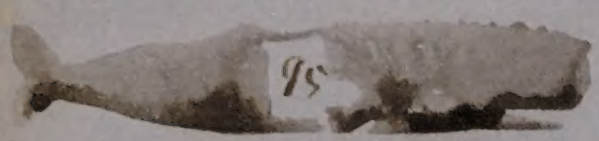
L B

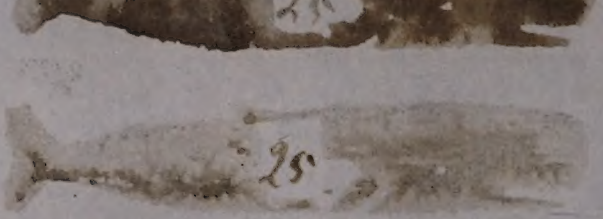
W B

S B









Blackfish Motion On Board Purse Seiner

Log of the Sloop Greyhound

of Westport

Geo. G Tallcut Master

Sailed May 8th 1859

for the Pacific Ocean

on a Sperm Whaling Voyage

Log of Barque Greyhound of Hartford Geo. F Cathcart Mas

Saturday May 8th 1858 } Comms with nailing for the Steamer to take us out at 6 pm was taken in tow by Steamer Eagle wing out over the Bar came to anchor on account of one boatsteerer being missing at daylight got another one hove up anchor and Stood out to sea heading S all hands Employed variously So Ends

" " " " " "

Sunday May 9th 1858 } Comm^d with fine weather Ships heading SSE at 8 pm wind increasing doubled reefed at 10 pm Sandwich Islands Head light bearing S^t E dist 15 miles tacked Ship heading N by E at 5 saw land in sight more Ship to the S latter part all hands fitting boats and other Jobs thus Ends this day

Latt 40.23 Longt 70.02 W

Monday May 10th 1858 } Comm^d with - breze from W.SW Ship heading SE at 2 pm saw a Shoal of humpbacks at 6 pm close reefed with wind increasing doubled reefed and handed Main Course Mid Part same at daylight Moderate Made all Sail wind S^t Course & with heavy Cross Swell Singled reefed one watch fitting boats thus Ends

Latt 38.56 " Longt " 69.05

" " " " " " "

Tuesday May 11th 1858 } Comm^d with Strong winds from the North Course SW fea on running one watch fitting boats at 6 pm Course S and and latter Strong winds Course as Several passed in sight this End with fitting boats

Latt 36.32 Longt 69.13

Wednesday May 12th 1858 } Comm^d with Strong winds and cloudy weather course as one watch fitting boats at 5 pm struck a porpoise and Saved him Mid and latter Moderate one watch putting on Chafing gear So Ends

Latt 36.07 " Longt 69.32

" " " " " "

Thursday May 13th 1858 } Comm^d with light airs from the S^t E employed in Lashing cutting Pennants at 5 pm towed the boats to exercise the men Mid and latter light breeze Course ESE thus Ends

Latt 36.24

Cultured .. Found .. Sperm .. Whaling

Friday } Comm^d with Strong winds from S to SE at 3 pm double
May 15th } reefed at 5 pm took up boats on upper cranes and
1857 } closed reefs at 9 pm blowing heavy gale took in
fore top sail furled foresail and hove to the SE third part heavy
Sea running Ship rolling heavy at 7 am set foresail and forestaysail
and kept off East the Ends with light gale
Latt 35.35 Longt 64.49

Saturday } Comm^d with light gale from the westward Course &
May 16th } under doubled reefs at 3 pm Course ESE at 7 pm closed
1857 } reefed latter the same three men sick off Duty So Em
Latt none Longt

Sunday } Comm^d with Strong winds and choppley Sea Ships
May 17th } steering by the wind under closed reefs at 4 pm
1857 } Started a barrell of Beef and Pork Wind Moderate at
am made all Sail Steering S latter part thick weather So Em
Latt none Longt Course

Monday } Comm^d with light airs and calms Ships heading East
May 18th } took in light Sails at Daylight breaking out for cutting
1857 } gear at 8 am light breeze Course SE latter part
Strong breeze one watch Employed variously thus End^s
Latt 33.59 Longt 60.10

Tuesday } Comm^d with Strong breze from SSE Ships heading East
May 19th } 2 Sails in Sight at 7 pm Shortened Sail to doubled
1857 } reefs Wind fine at Daylight Made all Sail latter part
breaking out Pig iron to put in the run thus End^s
Latt 33 52 Longt 57.59

Wednesday } Comm^d with fine breze and clear weather from the
May 20th } westward Course SE one watch Employed in Ships Duty
1857 } at 7 pm Shortened Sail Wind calms at Daylight Made
all Sail Russus Boatsteerer Still off Duty and two Men this End^s
Latt 34.07 Longt 55.40

Log Of Barque Greyhound Of Westport George Fatkin Master

Thursday } Comm' with light breze and clear weather Sent up Royal
May 21th } yard at 6 pm took in light Sails and Tomed
1857 } Boats to exercise the men at 7 pm came on boare
Steering by the wind Mid light airs latter Strong breze
Latt 33.34 Longt 34.06

Friday } Comm' with Strong breeze from the westward course S E
May 22th } at 6 pm Shortened Sail Steering by the wind at daylight
1857 } Made Sail Steering by the wind all hands Setting up
riggin at Meridian finished thus End
Latt 34.07 Longt 31.34

Saturday } Comm'd with fine breeze from the westward course & Employed
May 23d } in breaking out for water at 6 pm Shortened Sail Puffed
1857 } to the wind heading S Mid the same at daylight
Made all Sail one Bark in Sight at 10 am Kept off E
Latt 33.46 Longt 30.09

Sunday } Comm' with light breze and clear weather course E &
May 24th } at 6 pm Puffed to the wind to the westward Mid
1857 } and latter Strong breeze and Stuck Squally weather
this day Jesus boatsteerer on Duty thus End
Latt 34.52 Longt 31.56

Monday } Comm' with Strong breze from the E' Ships heading
May 25th } to the westward at 6 pm Kept off E under reduce
1857 } topsails Mid Same at daylight Set Mainsail Jibs
Sail one watch Employed variously thus End
Latt 35.48 Longt 49.46

Tuesday } Comm' with Strong breeze from the westward with
May 26th } Squally weather course E at 7 pm took in Main Sail
1857 } gallant Sail Mid part Strong at 6 am mid: moderate
with rain double reefed fore topsail Single reefed Main
at 10 am light gale with Barge Sea running Course East
Latt 37.26 Longt 46.32

Cruising In The Atlantic Ocean 1857

Wednesday May 27th 1857 } comm^d with light gale from S.W. course E at 4 pm rain with large Sea running put another reef in Main topsail Wind the Same with frequent Squals of rain at 8 pm course SE at 9 am tuffed to the wind to the northward at 9 am kept off E by N^th rainy weather this day Michael Jones Coalheaver Sick off duty. thus Ends

Dall 37.26 Longt 43.35

Thursday May 28th 1857 } comm^d with light gale from the N^th course SE under double reefs Wind same at daylight Shorten'd out two reefs at 8 am Tuffed to the wind Sending Carpenter Employ'd in building a house aft thus Ends

Dall 36.19 Longt 40.56

Friday May 29th 1857 } comm^d with Strong breeze from N.E with heavy Swell Carried by the wind another barque in Sight Wind Strong wind with Squalls latter the same one Ships in Sight at 11 am Shook out one reef Set Sail and Spunker thus End^s

Dall 37.28 Longt

Saturday May 30th 1857 } comm^d with heavy wind and large Swell from the N.W. course E at 1 pm took in Jib and Spunker at 6 pm Wind double reefed Hauled up for course heading N.E Wind fine kept off SE at daylight Shook out one reef Set Main T G Sail at 9 am Saw blackfish going quick did not know thus Ends

Dall 37.33 Longt 38.48

Sunday May 31st 1857 } comm^d with Overcast weather with heavy Swell Ship heading N.E wind N.N.W at 6 pm took in main T G Sail kept off SE at 11 pm Tuffed to the wind heading N.E at daylight Made all all Sail heading E one barque in Sight thus Ends Strong breze

Dall 37.35 Longt 37.56

Monday June 1st 1857 } comm^d with Strong breze course E weather Smoaky at 8 pm Shortened Sail Tuffed to the wind heading S.W Wind wind increasing at daylight Strong breze at 10 am Spoke barque Sanfrancisco of Boston 20 days and one Blackfish thus Ends

Dall 36.46 Long 37.06

Thursday
June
1851

Comm^d with light gale Ships head to under close reef topsails
at 2 pm tack in part of sail at 8 pm light wind Ships heading
North Wind heavy rains at daylight more Ships heading &
one sail in sight the Sanfrancisco

Latt 36.40 Longt 36.44

Wednesday
June 4th
1851

Comm^d with Strong wind Ships heading Sw at 2 pm Spoke Bark
Sanfrancisco at 8 pm more Ships wind Strong heavy at daylight
more moderate saw a large Pogy & wood covered and
took it along side found it sound took off 1/4 feet and let
the rest go traced forward with thick squally weather latter
more moderate Made Sail wind North to End

Latt 37.05 Longt 37.06

Thursday
June 5th
1851

Comm^d with Strong winds from the N^d Course E.N.E the other
Barque in company at 7 pm double reefed topsails
Puffed to the North Wind Part Heavy winds at daylight
More Moderate Made all Sail Steering E the other
Bark in Sight thus End

Latt 38.29 Longt 34.18

Friday
(June 6th)

Comm^d with fine breeze from the N^d Course & with
a heavy Swell at 1 pm saw a Shoal of Sperm
whales coming to windward quick down tacks
hauled on the wind at 2 pm lowered two boats Chased
without Success whales gaining Ships ahead at 4 pm Course as
before the other boats lowered got nothing at 7 pm
shortened Sail heading to the westward at Midnight
more Ship heading E at daylight Made all Sail
4 Sails in Sight one watch Repairing boat Sails at
Intervals tacked Ship heading N.E nothing in Sight
thus End

Latt 37.19 Longt 34.20

(Remks) Comm' with whole Sail breeze from S'ly Courses E
(Saturday) nothing in sight at 7 pm Shortened Sail for the night
(June 6th) at daylight fine clear weather Made all Sail & Saild
in Sight at 8 am Spoke brig Harriet of Harwich
Captain came on board, for a small Cask of water
they being Short bound to Gibraltar Latter Steering S E
This Ends nothing in Sight
Latt 38.20 Longt 33.15 "

(Remks) Comm' with fine breeze from S'W'm Course S'E & E at
(Sunday) 7 pm Shortened Sail for the night Suffed to the wind
(June 7th) at 9 pm Kept off S'W'E Mid fine at daylight Made all
Sail Steering E S'E Latter the Same nothing in Sight
Latt 37.33 Longt 32.54

(Remks) Comm' with light breeze and Smoaky weather Course
(Monday) E by S nothing in Sight at 7 pm took in Sight Rocks at
(June 8th) daylight Made all Sail at 6 am Saw the island of Flores on
Carve bearing E & E at Meridian Carve dist 2 Miles Thus Ends
Latt 39.48 Longt 31.41

(Remks) Comm' with with Stony breeze Ship heeling S S E took in
(Tuesday) Sight Sails Employed in Setting up Backstays at 7 pm
(June 9th) Kept off E S E Mid the Same at daylight Made all Sail
the islands of Fayal and Pico in Sight at noon the island
of St Georges ahead at Meridian Kept off for Gracios
Pinnacles in Sight Thus Ends
Latt 39.16 Longt 28.06

(Remks) Comm with fine clear weather Steering for Gracios at 7 pm
(Wednes) dist 2 Miles took in Sight Sails handed on the main Sail
(June 10th) Shore ahead in yard Chock at daylight Made all Sail
Standing in Shore at 8 am Kept more on Shore for Trade
Thus Ends Calms

(Runs) comm' with light airs and calms at 3 pm capt came on board
(Thursday) with Tobatas anions and a Fiji and one mile Portuguese brig in sight
(June 11th) with light airs steering along shore at 8 am hauled aback pass dist
2 miles at daylight kept off S'm under whole topsails several sails
in sight with getting out Stream this End
Lat 39.16 Long 28.30

(Runs) comm' with light breeze from the Course S'm at 4 pm Singled reefed
(Friday) topsails tuffsail to the main Mid part saying aback at 8 am braced
(June 12th) forward steering mest strong breeze at 8 am Course mest S'm
Set Main top G. Sail at 11 am strong breeze with rain hove in top Sail
Sails this End with frequent Squalls
Lat 39.28 Long 30.37

(Runs) Comm' with strong breeze from SE Course mest S'm at 3 pm heavy rains
(Saturday) at 4 pm saw the island of Flores bearing S'S'W dist 20 miles
(June 13th) mid. steering to the S' ship heading E'n & mid strong breeze latter
finished in sight this End
Lat 40.21 Long 29.30

(Runs) comm' with heavy gale from the westward ship heading
(Sunday) SE'n under close reefs saw brig in sight at 5 pm more
(June 14th) moderate at 7 pm more ship heading S'S'E frequent Squalls
of rain mid the same at 7 am more ship steering S'W'S
2 Sails in sight this End with Squalls of rain
Lat 42.00 Long 30.15

(Runs) Comm' with strong winds at 2 pm shortened reefs at 6 pm
(Monday) double reefed saw more ship heading S'S'E mid strong winds
June 15 th at 7 am more ship steering S'W made all sail this day
Kept all hands on deck on account of one Anson stealing
2 Shirts belonging to the Second officer found the Shirts
in the forecastle but not the thief latter part cloudy Blew
at Meridian finished this End
Lat 42.29 Long 30.15

(Tuesday) Came with light breezes from the S Hoff heading in Shore
(June 16th) of Barfleur in sight at 7 pm more Hoff from Blackfish
going quick weather thick Harbour Sail for the night
heading off Shore at 7 am tacked Hoffs better the same

(Wednesday) Came with light breezes from the S Hoff heading in Shore
(June 17th) at 7 pm more Hoff from Blackfish Harbour Sail for the night
heading off Shore at 7 am tacked Hoffs better the same

Latt 49.12 Longt 3.56

(Thursday) Came with light breezes Hoff heading in Shore at 7 pm
(June 18th) Barfleur in sight at 7 pm more in sight Sail for the night
Strong winds from the S heading in better at 7 am tacked

Latt 49.18 Longt 3.00

(Friday) Came with strong winds from South with heavy Squall at
(June 19th) 6 pm wind increasing double reefed both in Sail more for
Still increasing with heavy rains both in fore Sail at
more Moderate with heavy rains latter the same heading in

Latt 48.30 Longt 32.10 W

(Saturday) Came with heavy weather at 2 pm wind veer to the S
(June 20th) at 3 pm clear weather made all Sail to clay at 7 pm
took in Sail Sail more Hoff heading E & E by S wind
the same at daylight made all sail turned up St Georges
to point at 10 am saw a Head of Blackfish bearing
one point Starboard the other Quarter at Discretion Bay
an board wind increasing this Evd

Latt Longt

(Sunday) Came with strong breezes and dark cloudy weather
(June 21st) Employed in winding Blackfish at 3 pm Starboard Tack
wearing Squally at 6 pm closed reefed Foresail Courses heavy weather
wind heavy gale took in fore Sail heavy Sea running at 10 pm
fore & aft Sail & Sails in Sight at 12 took in Mizzen heavy
heavy running up wind Evd wore ship

Log of Barque Greyhound of Westport

(Sunday) Comm with heavy gale from the westward Ship hove to
(June 20th) under close reefs at 5 pm Split mainsail - At 9 pm more
June 21st) Moderate with frequent heavy falls of rain at 7 am wore Ship
Steering S.W. by S this Ends with frequent squalls
Lat 48 00 Long 30.15

(Monday) Comm with Strong winds at 9 pm Shortened sail to close
(Tuesday) reefed Ship heading W.S.W. at 6 pm
(June 22) set a main more Ship Steering S.W. made all Sail
Latter part heading Westerly this Ends
Lat " Long "

(Tuesday) Comm with Strong breeze from N.W. Comm
(Wednesday) all Sail Set this day painted Bulwarks at 7 pm Lat
(June 24th) in light Sails Wind Strong breeze with rain double
reefed Sails at daylight Made Sail Steering S.W. Several
squalls in sight and the Island of Corvo S.E. Ends
Lat Corvo

(Thursday) Comm with Strong breeze from the S.W. the Island of Corvo
(June 25th) distant 8 Miles at 5 pm Spoke Barque Westmarket at 7 pm
Hoisted Sail Wind Strong winds at 10 am Split
increasing double reefed this Ends rugged weather
Lat 38 12 Long 31.0

(Friday) Comm with Strong winds from the S.W. Ship heading on
(June 26th) one Sail in sight at 7 pm Lat in Pole as Chart
Wind Strong winds at daylight Made all Sail Reefs
as Employed in Securing mast Boat this Ends fine day
Lat 36 32 Long 28.57

(Saturday) Comm with light breeze from the S.W. Ship heading on at 6
(June 27th) Latitude Ship at 7 pm Lat in light Sails Wind light
Moderate at daylight Made all Sail turned over a
main boat to fit ready for a Spare boat at 7 pm Ship
Ship heading S this Ends Clear weather

Lat 36 Long 23.41

88

(a)
Sunday (Commt with light airs from the East Ship heading S.E
June 5th) one Sail in Sight at 1 pm here in light Airs at 9 pm
more Ship heading N.W. Mid Moderate at 1 am Sun
all Sail Wester mind increasing this End
Lat N 41 Lon E 34 46.

Monday (Commt with Strong breeze Ship heading N.E at 1 pm reefed
June 6th) Main sail Tacked Ship heading S.E Mid Strong breeze at 6 am
Hoist out 2 reefs more Ship heading N.W on this Tack with
Lat 41 27

Tuesday (Commt with fine weather at 2 pm saw a dead
June 7th) Calm about 30 Fms bottom Ship been in the water Since 6 last
by appearance at 1 pm Shortened Sail more Ship to the
South Mid Strong breeze at 6 am Set Main sail
Kept off East this Tack with weather
Lat 39 Lon E 32.38

Wednesday (Commt with Strong breeze from the Westward with fine
June 8th) weather Course E under Single reefs at 1 pm Saw Land in
Sight and Foresail and Fore Sail to the mind South this
day Set out another Starboard Lower Studd Sail
at 9 am Kept off East Made Sail Finlacks in Sight the
Lat 38.05 Lon E 30 28

Thursday (Commt with fine breeze from the Westward Course East
June 9th) Finlacks & Barjouses in Sight at 1 Shortened Sail more
Ship heading N.E at 10 pm handed Main sail at 6 am
Kept off E.S.E with fine weather Set Main sail & Sail
at 10 am mind increasing this Sail & Foresail
this 2nd Ship heading S.E
Lat 37.05

Friday (Commt with Strong wind and rainy weather Saw the Burgo
June 10th) Flores & Corvo at 4 pm more Ship Standing N.
at 7 Shortened Sail more Ship the Flores in Sight at 9
Miles at 9 am more Ship off Shore Rainy
Rainy weather more Ship in Shore this

(Saturday 5th July) Comm' with Strong breez and thick weather at 1 pm saw more ships off Shore at 2 pm saw the Land bearing N' at 3 pm Lay Pitting up more Ship in Shore Land dist 10 miles Sail in Sight at 6 pm wind beard to the S' more ship E & S Shore the weather looking Squally Wind light airs at daylight saw Land dist 10 miles Sail in Sight at 10 am tacked in Shore at Sherrichion Pauled about Land dist 2 miles the ibeau of Horas Ships Schoner John Addams and S' J Chace laying of and on this Ends

Calm

(Sunday 5th July) Comm' with light airs Easterly on Shore at 4 pm Comon beard found Leading to Sea the Schoner Lord Nelson to take a Boat and unhamed at 6 pm Cast Ancher for S' J Chace Schoner Silver Cloud in Sight Ships and latter light airs Parlours in Sight this Ends

(Monday 6th July) Comm' with light airs Course S E Several vessels in Sight at 7 pm took in Sight Sails Wind Calms at daylight 2 Sails in Sight Latter part one watch Heaving out Shore Hoisting and Steering Shapes Royal in Sight bearing E & this Ends nothing in Sight

Latt 28.51

(Tuesday 7th July) Comm' with light breze from the westward Ship Steering in for Royal Passage at 6 pm Land dist 20 Miles took in Sight Sails and Pushed to the Wind Heading in Shore Wind more off Shore at daylight Made Sail Steering in for Royal Passage at 10 am Saw brigs of Royal in the Passage Scatter Steering for the Island of St Georges one Sail in Sight Lay off and on this End Pursuers in Sight

(Friday) Comm' with Strong breezes Fair Large Head Mount Wednesday Weather Sent the Boat on Shore with Some Water Sent Sundry Men after Some Water

(Friday 15th) Comm' with light airs at 3 pm Weigh'd and Came
(Saturday 16th) to an Anchor in Gracios Road from thence Sailing
and Working no Boat on the above Said Coast heading S & by E
Latter part light Airs and Calms heading S W by the Same
in Sight on the Island of St Michels Bears N E by E

Latt 37 Long 25 W

(Sunday 17th) Comm' with light airs from N W by W Hoisted up the
(Monday 18th) Mainsail Set the Same Latter part light airs at Sunset
(Tuesday 19th) Saw in Sight Flores

Latt 39 Long 31 W

(Wednesday 20th) Comm' with light airs from N by W Hoisted up
(Thursday 21st) Mainsail at 2 pm Saw Said Island of Flores
and Corvo Bore N E by E at 4 pm Tacked Ship heading
at 10 pm Tacked to the N E at daylight Strong
breeze & Calms in Sight Flores Corvo Gracios
thus Ends Strong Breeze Tacked off Shore

(Friday 22nd) Comm' with fine breeze from the Eastward
(Saturday 23rd) Standing in for Terra at 4 pm Tacked Ship Beat
and Light in Company at Gracios Saw the Peaks of Pico
and Schooner John Adams Bore West Working up
towards Gracios Set light airs at daylight the Island
Pico Bore West 30 Miles Steering with 2 Sails in Sight &c

(Sunday 24th) Comm' with light airs from N E Hoisted
(Monday 25th) Colours at 4 pm Saw Peaks of Pico Bore
and Light Airs Calms Set Mainsail & Steer'd out Clear Set light airs
working towards Gracios at 9 pm Cast Anchor
there in Company with the other Ships &c &c
thus Ends with Calms

(Saturday) Comm' with calms at 3 pm a boat came off from the
July 15th) and anchd Did Saying all could get at 7 am Sent
in for the Captain This End this day Shifted Gun

(Sunday) Comm' with Strong breeze at 8 pm Capt came
July 17 on board with the other Capt Hoisted Pennant
heading to the Eastward Mid light airs Ship
heading N by E in the other Ships in Company Litt light
airs Nothing in Sight
Latt 40 no Long 2 W 16

(Monday) Comm' with light airs Ship heading N no nothing in
July 20th) light Litt Sails all day time Mid light airs Ship
heading on by Lasser Steering N no getting out Provisions
Latt 40 24 Long 2 W 56

(Tuesday) Comm' with light airs from N E at 9 pm Got Mid light
July 31st) Airs Ship heading S no Latter part Litt Sails all
day Ends all light airs & Calm
Latt 39 31 Long 2 W 32

(Wednesday) Comm' with light airs from N E at 9 pm Latter Mid
August 1st) light no Sail at 6 pm Saw a light which light airs
July 2d) Latter Ship heading South at 10 am Spoke Ship Hope
Whaler from Peterhead 36 days out Chas Fox Esq
Latt 39 14 Long 2 W 42

(Thursday) Comm' with light airs at 1 pm Got a light breeze
August 3d) SSE at 9 pm saw a Schooner heading to the E Mid
light airs at 9 pm saw that the Ships astern were
two Schooners Rigged Vessels which Schooner
one ruptured with the other with the Schooner Chase
Ends the Ship heading in for the Passage

(Tuesday 15) Comm' with light airs from the northward at 4 pm set in
Fresh the Barge boat came off this boat having the Ca-
ptain of [illegible] at 10 am left in a boat and left off this
Land in Latitude 41° 58' this Ends

(Wednesday 16) Comm' with light airs at 4 pm light breez Courses
Sd Wind Variable the same tides Strong breze
this Ends one Ship in Sight
Lat 40 0 Lon 29.36

(Thursday 17) Comm' with Strong winds Variable Weather hazie
hove in Sight hoisted the mizen Ensign
at 6 am Saw Land bore N by E Latta
Strong breze Set Sail this Ends
Lat 41.20 Lon 29.06

(Friday 18) Comm' with Strong winds from S'm Hazie Weather
at 6 under Double Reefs and Sail at 7 pm Saw
in Sail Wind light airs at daylight Made all
Sail Steering S' S' W Latter foggy weather
Lat 42.20

(Saturday 19) Comm' with light airs and Calms Perceived in
Light and one Sail at 12 pm Hazie heavy S' S m
Fore Wind Latter Thick and misty
Steering and Sore head this Ends
Lat 43.38 Lon 28.41

(Sunday 20) Comm' with fine whole Sail breez from S' S m
Westward) Hazie Steering S' E at 4 pm Saw one Sail at 11 pm
Shortened Sail for the night at 2 am rein
at 6 came fine Made all Sail 2 Reefs in Sight
Letter Port 4 Leagues in Sight Churchmen Ships
this Ends
Lat 44.54

(Thursday July 1st) Stream' past with Sail Loose from the West Set Course Tyger with Sail in sight at 8 pm Saved Staple Island of Strongest from East at 8 pm Starboard Watch at 7 pm Took in sight Sails Shift Strong winds with thick weather Set heading N.W.b.W. this End

Scott

(Friday July 2nd) Stream' with Strong winds and thick weather at 2 pm tacked Ship heading S.S.W. at 7 pm Single Reefed Mizt thick weather at 8 pm Shortened all Sail heading S.W. one fathom in sight Lead 44.52 Lat 20.16

(Saturday August 3rd) Stream' with light breeze from the Westward Ship heading S.W. at 8 pm Shortened Sail Mizt light breeze with fogg Latter one watch getting out Mizt weather thus End Clear weather

Lead 42.52 Lat 39.39

(Sunday August 4th) Stream with light airs Between N. Light at 6 pm tacked Ship heading N.W. all Sail Set at 4 am wind increasing thick weather at 6 am Saw 3 Sperm whales to windward Coming to Leeward Lower 3 boats Starboard boat Struck Morning Dick got fast to the boat Larson and Steer for the other two boats to the whale at 10 am got Steven boat along Side with the Loss of Line and Steering oar and several Small articles at 11 am got whale along Side Morning light airs from the West with Drizzling thus End with all hands to dinner

(Monday August 5th) Stream' with light airs and very smooth at 2 pm tacked Steering out Eastward Saw and Set Sail and tacked as at 6 pm Practice of Keep Ship Sailing very Jaggard Nothing at 8 pm Set our Starboard after Sail for the night at 12 Ship and tacked on with a strong Breeze Morning fast Nothing Light Airs at 7 am got off Sail and began at breakfast

(as usual)

(Sunday) Comm' with light airs and fine weather at 4 pm got under way
(August 7th) got three at 7 pm to the Eastward of the light at 11 pm
got Cape de Bail E by S 5 miles and moored
at 5 pm Under the Land with light airs Westerly & veered out
Cable the whole first 5 Shots on the iron Cable
Came Gunner Corporal with 2 Men & Boatswain got the Jeg
Mainsail Carpenter with a Mizzen yd & Studdy Sail
Light airs Easterly Hazy at 7 pm Sounded 5 Fms Sand

Lat 42 43

(Monday) Comm' with fine weather Course as on Saturday Morning
August 8th gave out Stud Sail yards at 4 pm Set Top Gallt Sails
Light Airs under whole Topsails with Drizzly weather at 8 pm
Hove up 1 pm Stud Sail and moored ½ Cable Veered
4 pm Saw a Schooner Ship Standing Light airs and Variable

Lat 11 " 42 30 " Long " 31 36

(Tuesday) Comm' with light airs and fine weather Course as on
August 9th Sunday Morning set an Studding Sails and
at 8 pm Saw Ship Standing Light airs and Variable

Lat

(Wednesday) Comm' with moderate Breezes and Hazy Weather at 6
August 10th pm Saw Land Bearing S by E 5 Leagues
at 8 pm Set Top Gallt Sails

Lat 42 49 Long

(Thursday) Comm' with fine weather at 4 pm Saw Land bearing
August 11th Light Airs and Variable at 8 pm Hove to
at 10 pm Set Main Topsail and Stood in Shore
at 12 pm Set Fore Topsail and Stood in Shore
at 4 am Set Top Gallt Sails and Stood in Shore
at 8 am Set Studding Sails and Stood in Shore

Lat 42 49

Sunday) Comm' with fresh gales at 1 pm got under way
Lat [illegible]) and stood off SE under the reefs and let the watch under
Lon [illegible]) sleep would Lay to but at 8 pm the Light hove in sight
to make sure a large schooner going to Newport Shaw out heavy
& lower canvas at 8 heavy squall and hard sight of him
hard weather fine employ in bailing and steering at night

Lat 42.49

Monday) Comm' with fine weather employ in bailing both and steering
Lat [illegible]) for most part steady & pleasant at 6 pm saw the
Lon [illegible]) Highlands of Neversink bearing N by W 8 leagues
steering a due Westerly course employ in bailing at 8 pm saw
the Light house on the reefs ahead at 10 hove to at 12 Cast
down the masts and commence with skimming & pumping the ship all

Lat 39.00

Tuesday) Comm' with fine weather employ bailing this day carpenter
Lat [illegible]) more Westerly steering at 11 pm finish bailing at daylight saw
Lon [illegible]) Reefs and masts off Shoals all sail at pm saw a Sloop
2 miles off got up sail & and began to steer east for
Light Ships and steering down Jersey coast at midnight
finished steering and Lost one boat for the whole the Crew

Lat — Long —

Wednesday) Comm' with raining weather at 1 pm got whole clay like at
Lat [illegible]) 2 pm commenced cutting the whole Starboard to have more
Lon [illegible]) room struck a rock cleed a natural chart at 6 pm got
in his bearing Cape all down east no more south bearing
Hatteras West at 6 pm should reefed sails for the last
Crew employed in bailing it till midnight at midnight the
wind veering at 4 am commenced bailing thick weather

Lat 1206

Thursday) Comm' with light breezes thick weather at 1 pm Shoals bearing
Lat [illegible]) Thermex clear 2 leagues and wind fine Light Breeze
Lon [illegible]) at 2 pm finished and began to steer all sail for the
land in sight

Lat 4123 Long 32.35

(Sunday) Comm' with light breezes from SW at 4 from Sandy Point
(August 14th) to this and Moderate with Squalls and Rain at times
Employed Part of the time Scraping Ship forward
the rest of the time Employed Making Awnings
Begun & Finished Reeving Gaff Topsail

Latt 40.44 Long 81.05

(Monday) Comm' with light breezes from the Northward to SE
(August 15th) at 5 pm Sandy Point bore SW 5 Miles
Steering South 2 Miles to South with the Ship

Latt 40.38 Long 80.00

(Tuesday) Comm' with light airs Ship heading SW at 5 pm Sandy
(August 16th) Point bore SW 5 Miles
Employed Scraping Ship forward

Latt [illegible] Long [illegible]

(Wednesday) Comm' with light airs Ship heading SW for Sandy Point
(August 17th) at 5 pm had it in Sight bore Abeam and light airs at 10 pm Sandy
Point bore SW 5 Miles Ship working up this Evening

Latt 28m 28s

(Thursday) Comm' with Laying off and on with Ship Sandy Point
(August 18th) at 5 pm 2 Boats came off Sent one off on Shore and
Stood out for the night Light Airs at Midnight hove to
Ship working up Employed in Cleaning Ship at 8 am Sandy
and Sent in a Boat and Sent down a fore Topsail Yard
in Fitting a new one this End Ship heading SW Light airs

(Friday) Comm' with light airs from SW to [illegible] pm
[illegible] on with Ship Sandy Point at 4 pm
Employed Ship yard and painted it this Evening at 8 pm
Sent down Boat to repair this End with Oars

(Sunday) Comm' with light airs from the East at 4 pm finished
(August 5th) boat and sent her ashore at 6 pm began from
the South at 2 am wind increasing at 9 am
Abaked ship and handed on the main Engine
to Sounding Room Cutter hoisted and clearing
Decks at Variation one point

Lat 42.09

(Monday) Comm' with light airs from the East at 4 pm finished
Sounding & Increasing Fresh in forenoon hove to under the Jib
(August 6th) at daylight Sea Ship one Steam main Engine
and Sailboard Engines at 6 pm hove in main Engine
to repair Set foresail Large Sea running and Ship
Light at Variation Observed by mean of 8 Sights

Lat 41.56

(Tuesday) Comm' with heavy squalls with large Sea Ship heading East
(August 7th) under two Close reefed topsails and foresail at 4 pm
in Light at 8 pm more Sail & at 10 pm Set Main Topsail
airs and calms one Sail in Light Sea Ends

Lat 42.40 Long 30.12

(Wednesday) Comm' with light airs Ship heading SE at 8 pm Sent the
(August 8th) Launch & Boat ahead towing at 10 pm shifted the
(August 9th) airs Made the Land bearing from the ship NW
Long 15 on Ch's Survey

(Thursday) Comm' with light airs from South Ship heading E at
(August 9th) 8 pm more Sail & South under Close reef Top
(August 10th) Sail Observed at Noon Cloudy and Thick
Sea ends Sail in Light Airs Ends

Lat [illegible] Long [illegible]

(December) Comm' with Strong breeze at 3 pm more M.ly hard
(August) E by S at 5 pm fresh at Noon a Steady Gale to the
(August 28th) night Midnight Light Airs hazy Weather at daylight Hove
to Sent the Gig
Sent Gig &c 27 do

(December) Comm' with Light Airs Fine Weather Sent Boat at 1 pm
(August) more Moderating Hazy at 6 pm Sent a Boat
(August 29th) Midnight Calm at daylight Light Airs Hoisted
with a Boat at Sight & Fires
Sent Boat &c 29 do

(December) Comm' with strong winds Steering Course at 5 pm more
(August) increasing Sent more Hands Reefed Sails Hove
(August 30th) to Steering under Fore Sail Reefed
Sent a Party of Men to Repair Boats &c

(December) Comm' with Strong breeze from South at 8 pm Fine
(August) in Sent a Party of Men to repair Boats
(September 1st) Hoisted the Gig & the Boats Hove to the East Side of the Ship

Sent 1 do

(December) Comm' with Squally weather Hove to Sent an Anchor
(August) and Cable Sent Hands to Work Ship
(September 2d) weather at Sunrise Sent a Boat on Board
Sent a Party of Men to Repair Boats
Sent an Anchor & Cable with large Sea at
to Sent a Boat of Provisions which was
ordered yesterday but not Sent the Boat
unable again Power on board Sent the Boat
& provisions Signal for more and got under
Hoisted Gig
Sent Gig &c 59 do

(Regulus) Comd with Strong ...
Ellend ...
Nightwatch) ...

(Wednesday) Comd with Strong ... & with Heavy Swell nothing
(Wednesday) in Sight at 6 am wore Ship Hartime Sea Heading W by N wr weather
(Wednesday) Mod. Moderate at 1 pm Made all Sail and wore Ship Steering
(Wednesday) E by S fine weather nothing in Sight this Day

Latt 41 ... Long ... 54

(Regulus) Comd with fine weather all Sail Set Course SS E nothing
(Wednesday) in Sight at 6 pm Hartime Sail and Pass'd off the
(Wednesday) Isle Sailes Comd Steer as a Course Long time off Coast
(Wednesday) Latt 40.54 Long 31.05

(Regulus) Comd with light Airs & Calms nothing in Sight
(Wednesday) at 6 pm saw Sail nothing in Sight Sailes Heading SSE Mod Calms at
(Wednesday) 9 in Sight Hartime Heading S wr at 6 am saw the Island
of Cedar bearing at 9 am Employ'd in Heaving out Sea Boats
for Fresh Water and Hoisted the Ships out Boats in Sight
Ship Heading South Several Vessels in Sight this Day

(Regulus) Comd with light airs Ship Heading in Shore Employ'd in
(Friday) Preserving Bread and getting out Stores for a Boat &
(Wednesday) makes at 6 pm wore Ship Mod light airs at 2 am
wore Ship in Shore Sailes Boat Employ'd in Coopering Casks
and Selling off Stores this Day Several Sail in Sight

Shoals Several vessels in Sight at 8 pm
and Strong breze at 7 am Left off
employed in Selling off Shoals at Barricadoes
Esther Heath Bound to Boston & End

Weather Cast most on Shore to Sea Course
Charges to High Came on board Split
with 250 Spun Yarn Shoals Several Vessels
(Thursday) 26 Fresh Gales and Strong breze Course S E Wind Variable
Latter Part Cloudy mind most Shoals Ends
South Bay 28 36

(Friday) Came in with Strong Gales from West Course S E at 4 pm Saw
(January 27th) the Island of Nantucket Sea and Several Sails at 6 pm Buffalo
(Eighteenth) to the mind Steered East and Hauled round the Shoals
and Past Strong Wind at 9 pm Cast most on
Shore Hove Laying off and on the Barricadoes Sent Boat
Robert Wilson on Board a Watchman the Boat
the Pilot Came on board the Small Vessel Steered
Shoals Light Winds Cast and Fair Weather &c Ends

(Saturday) Came with Strong Breze Laying off and on at 8 pm Left
(January) Came on board Cast Came on board Small Vessels with Boats
(Twenty Eighth) Carpenters do Gone on Shore Sick the Boat 2 days at 9 pm
Stood out for the night at 9 pm in the Sailing Boat
went on Shore 6 Vessels in Sight Shoals Ends

(Sunday) Came with Light Weather at 4 pm Cast Came off Shoals Sea
(January) discharged from Sick Belonging without Boy Pilot with
(Twenty Ninth) King John Gone at 6 pm Left off Shoals
Light Airs Latter part Cloudy up to 12 Pilot
Boat Ends

(Sunday) com' with fine weather at 5 pm Sent Down Colours at mast
Sept 1st) Blake take a Sent whole clang Side no Sheet whole
Septembr) in sight Steering ESE and Saw a Sail Steering
Cast on Deck ready for action

(Monday) com' with Calm at 1 pm took boat and Sheet at
Sept 2nd) Chase of Saw a Sail in the night at 7 am Sent
Septembr) in Sent boats for the rest at 10 am got it on board
and Steer off Shores Down Sheets Hoisted Sent

(Tuesday) com' with Strong breze Steering as before at
Sept 3rd) 1 pm Saw Land at 4 pm the other Light a Stern of
Septembr) Saw Nobody Sent more Hands according to the Sent
with Strong winds Blue Mountains Bearing SSW Saw
many Ships at Anchor and Small Boats Coming
all Sail Steering SE Fine Sultry weather
Lat 18 00 Lon 0

(Wednesday) Com' with Very moderate the midwatch at 1 pm
Sept 4th) Saw the Land Bearing South 12 Miles handed on Sail
Septembr) Standing in at 4 pm hauled off at 5 pm hauled in at 6
pm tacked Ship at 7 at Anchor at 9 pm Sent Yawl
Gazette Midshipmen Down at Anchor Cast off
with Da Gazette Pilot Came on Board

(Thursday) com' with light Airs Sent Longboat Down at 6 pm
Sept 5th) Came on board Governor Hunter &
Septembr) 11 pm hauled off at 12 pm
at 7 am light Airs at 9 pm Sent Yawl on
11 more and Sent Down Cot Sent Boatswain
after Coals Sent Down Mainsail

(Tuesday) Comm' with strong wind Enuflyk in Leading wt 4 fm Light
(Wednesday) Head sheet set close and double reefed made best w Gibraltar
(September 8th) Point Hill bearing S thro fort light gale at 2 am shot spanker
made sail at 4 am saw St Michaels bearing SE 6 or 7 leag off
5 fm Latter light Cape Sem w Schooner supposed a pilot boat

(Tuesday) Comm with light breze St Michaels dist 4 Miles anchor
(Wednesday) buoys in sight this day Enuflyk in Leading a Steerage Sundet
(September 10th) Course SE Mid light ans Latter Same Sam Latter Jamaica Do Fair
Latt 37.20 Lgt 23.54

(Thursday) Comm' with light airs from N Court S at 8 pm fine breze Leads
(September) ast SW all Sail N this day saw Steerage Sent Cooper and
Boat Steerss in thes Bay Cook Duckett Cloudy thro Heavy
lightning took in light Sails at 4 am heavy Squall with
thunder and lightning at 6 am made all Sail at 9 am Shot
buoys Cooks Point Bay Sam thro Ends Course SW
Latt 35.56 Lgt 23.05

(Friday) Comm' with fine breze from the N at 6 pm Shot buoys Cooks
(September) thro light airs Latter Same 2 Sails in Sight Course SW to End
Latt 34.28 Lgt 24.05

(Saturday) Comm with light airs and Calm 2 Sails in Sight - thro
(September) and Latter Smith the Same 2 Sails in Sight as
(September) Same Yesterday thro End
Latt 23.31

(Sunday) Comm' with light airs and Calm as this in Sight Namy
(September) Towers W at 7 pm buoys abt as Yesterday Latter
Same abt in Company thro End
Latt 33.17 Hyde

Friday 31 } Comm' with light airs and fine wea. at 1 pm saw a large vessel
Aug. 31 } steering in company with the Theseus which they could not get
Off Sandy } up on account of their light airs. At 2 pm called all hands
Hook } to the Forecastle at 4 pm saw Sandy Hook NbE 8 leagues
} Took at 5 pm cast the vessel adrift which had been
the boat and sent to assist her. Saw Coney Island
Steered SSW 8 Miles in Chase of Theseus going to Sea
Kreeze this Day

Sept 1 } Comm' with fine weather which continued
Saturday } Standard Boat Watch at 2 pm Hauled to the
Off Shrewsbury } at 3 pm Took Pilot on board and got under way
pm began to Cast overboard Stores &c
& Cutting to Sea at 4 pm Pilot left us
Observed at 6 pm Sandy Hook NbE
Small breeze at 8 pm began to Cast Lead
with Small on the Quarter at 9 pm
Left Port Pilot and Hoisted Latter Cutting Sail
whole Sailing Under Fires with Light airs

Sept 2 } Comm' with Squalls of wind and heavy Sea
Monday } Ships rolling heavy hard Cutting Cant Tackle Mainsail Strain
At Sea } at 5 pm got Head clear and began on the Larboard
Our Purser Second Officer got hurt by a Shifted
Piece at 7 pm Reefing with heavy Squalls Latter close
for the night wind increasing and Sea rising Ships Strong
winds and heavy Small at 8 pm Reefed Courses
at 8 pm got him in at Mizzen got in Jeers

Sept 3 } Comm' with a fresh wind and heavy Squalls at 2 pm
Thursday } began to haul Close at 3 pm finished and Hoisted
At Sea } the Mizzen and cleared up Decks got the main
Sail Reefs Latter heavy Squalls Latter Cutting and Lifting
Jeers &c

(Friday) Cont' with Strong winds & hazy weather to the East Course in
August) Steering all in the general lines in the afternoon at 1 pm spoke
26th) this Louis at 6 this evening since leaving the island and steering
S with fine weather Employed in bailing latter strong breezes
with rugged weather this Day
Latt 32.0.0

(Saturday) Cont' with strong winds and hazy Sea this Louis in
August) sight at 5 pm double reefed Main Sail bailing Course S by W
27th) Wind the same Still bailing at 6 am finished bailing
weather more moderate the Louis in Company the
watch Employed in setting Cutting gear this Day
Latt 32.0.0 Long. 24.37

(Sunday) Cont' with strong breezes Course S by W the Louis in sight -
August) steering the same at 6 pm Latt in Jibe and Spanker
28th) Wind the same latter fine weather Louis in Company
this Day there 24 hours
Latt 26.19 Long 21.55

(Monday) Cont' with light breezes Course S by W nothing in sight
August) at 4 pm Saw a Merchant brig Wind Squally latter
29th) the same Employed in setting cutting gear this Day
Latt 23.37

(Tuesday) Cont' with light breezes with frequent Squalls
August) of Rain at 2 pm Cast mens on board this Day
30th) to obtain a Large Thimble for cutting tackle
got one Come on board Made all Sail Course
S by W Wind strong breezes at daylight began to
Unreef our fore Sail to Stand clear all this Day
Strong Gales
Latt 21.57

(Oct 11th 1846) Comm with light airs at 4 Am finished Stowing the
Casks of Spermaill and washed off Decks Comm
Lat -0.16) Sent all Sail Set this Am at 6 I saw a Sperm
whale to windward going quick I Comm Chase
to windward at 9 I got to windward of the
whale lowered the boats which they could not get
it was soon came on breeze Sent two more boats Comm
to lowered Made all Sail at Meridian which dist 2
Miles to lowerd got dinner this Pm

(Oct 12th Comm with Strong Breezes lowered the boats Mainst
Sturm boat - Struck lowered Starboard boat - 3 boats fast
Lat 0.16 to the whale got him Spouting thick blood when
Long 0.16 to Struck for the Second Masters boat and began to
bite her the Crew left the boat and one Man
Drowned Peter Hennion Jnaime could not
get to him Mine Enough to save him at 4 Pm got
the whale along Side and the remnants of the
Stoven boat hoisted in at 6 Pm got head
nearly off and Made fast for the night at 9 Pm
began to cut with Strong winds Squalls at Meridn
got in bed by yet dinner this days Second officer Jas
Coffin drowned by being nearly drowned this Pm
Dist 70 M

(Oct 13th Comm with Strong winds and heavy Squalls at 4 Am
Sturm Struck by) got case clear and cleared up Decks at 8 Struck
Lat 0.16 the mizen & head sails Made sail Steering S
Long 0.16 Strong breeze and hazy Sent at 7 Pm began to cut
Struck one sail set in Night Course S by E
Dist 80 M

(Wednesday) Com' with the wind and fair built course the Ship in the
(Thursday) Afternoon Set Sail at Sun Another Ship of Ours in the view
(October 8th) of Sail — Pass Lies the first time when we made it

Noon Abat Cheney. thus Ends

Latt 16.26

(Friday) Com' with light wind Course as Day. at 6 pm the wind at W & W.
(Saturday) in light hazy Weather Set the Main Sail Steering away at N.W.
(October 9th) Sun the wind at Sea Signal dit which is on Sun the wind of Ship
in Sight Steering as Ship Steering thus Ends

Lat 15.11 Lgt Sun

(Sunday) Com' with Stony wind at 4 pm Sent one Boat in Shore
(October 10th) Shore to be about Side at 6 pm returned the Boat having
off one in the S Side of the Island at 9 am with Sent the
Boat at Noon in Sent Shore with Seal an Eggs & Fish

(Monday) Com' with Stony wind at 1 pm Sent most on Shore again
(October 11th) at 2 pm the People the moments of Sail Ship and Sent
of Indians Saying of one on at 6 pm Sent Come on Board the
Saying off one on at 9 am Sent on Board at Noon when
with Some Seal Skin Bags Hogs Fowls &c Country

(Tuesday) Com' with Stony Weather Latt remaining on Shore having Sent Some
(October 12th) with a Great Shower Michael James by name Latt our Pass
Interpreter by him Signs he said he would not go on board the Ship
the Captain and Mate was taken out Sent on Shore with
in his place Latt Sun have his Trunk of Cloths nothing Sent on
Shore Saying off one on this Sun

(Wednesday) Com' with fine weather Latt Come off at 9 pm with a
(October 13th) Great Quantities Indian Women & many Hogs Fowls and Seal Skins
on Country Shore Latt Sent the Boat Employ in getting on
Country Skins and Sinsed at Night this Day

Latt 15.51

(Tuesday 5th) Com' with fine breeze Sworn the N Canada SSW all Sail set
(Wednesday 6th) this Night ends Latter fine breeze & Stills in Sight this Eve
(Thursday 7th) Cutt Sworn 12.42

(Friday 8th) Com' with Light airs at 2 fm Sparks Ship Commodore of Atlantic
(Saturday 9th) 29 days out Clear fine frequent Showers of rain wind variable
(October 10th) Light airs and Light airs the two Ships in Sight to Eve

(Sunday 11th) Com' with Strong breeze and Squally weather three vessels in
(Monday 12th) Sight Course SSE by the wind at 6 pm heavy Squalls with
(October 13th) Light Rain Wind Squally at 10 pm. Latter Ship
Heading on 6 Sail in Sight the Eve

(Tuesday 14th) Com' with Strong Sw wind this Evening to the Westward at the
(Wednesday 15th) Latter this Evening Distance 16 pm Latter Evening Sw 6 Sail in
(October 16th) Sight this Eve

Cutt Sworn 5 Miles

(Tuesday) came in with light airs at 4 pm boarded Ship Engineer 4th days from Leith bound to Liverpool this one light airs and calms

Latt 54.9 Lgt 20.37

(Wednesday) came in with light airs and calms at 8 pm heavy rain Lightning at midnight (Saturday) Lee Land Flamborough Head S.E. by E. 4 leagues the Spurn light House (Saturday) Eastward Hull bearing S.W. by W. this light on the Spurn Head

Several vessels in sight this day

Latt 53.40 Lgt 20.21

(Thursday) came in with thick weather pm at 8 pm Hull bearing S.W. by W. 4 miles distant light ships several vessels in sight this day saw Lobster Light on the Spurn Head

Latt

(Friday) came in with fair weather at 4 pm Hull bearing S.W. by W. 4 miles distant Inside at 5 pm light House bearing S.S.W. this day saw several vessels in sight

Latt 53.44 Lg. 18

(Saturday) came in with heavy breez from the westward at 4 pm Hull bearing S.W. by W. 4 miles distant light ships with a Signal for a Pilot this day at 5 pm took a Pilot on board this day saw several vessels in sight

Latt 53.44 Lg. 18

(Sunday) came in with fair wind at 8 pm took a Pilot on board this day at 10 pm Hull bearing S.W. by W. 4 miles distant light ships

Latt 53.44 Lg. 18

(Monday) came in with light airs and calms at 8 pm Hull bearing S.W. by W. 4 miles distant light ships

Latt 53.44 Lg. 18

(Tuesday) came in with light airs and fair breez from the S.E. at 4 pm Hull bearing S.W. by W. 4 miles distant light ships several vessels in sight this day saw Lobster Light on the Spurn Head

Light airs and calms Latt 53.50 Lgt 0.28

(Wednesday) came in with light airs and fair breez from the S.E. at 4 pm Hull bearing S.W. by W. 4 miles distant light ships several vessels in sight this day saw Lobster Light on the Spurn Head

weather

Lat 1.58 W Lgt 2.18

(Tuesday) Comm' with Strong breezes W.S.W heading in 3 m 8 Sails in Sight Steering
Latter (Part) the same Sail in Latter Strong breeze 6 Sails in Sight W.S.W heading 2 of 6 &
Latt 6 Obs in Lgt 22.54

(Wednesday) Comm' with Strong breezes W.S.W heading from N. by E to 3 m. all Sail Set
Round (Latter Part) this day made new Main Lower Halyards and Jib Sheets at 6 pm. wind
increasing Fresh Steady breeze W.S.W heading 2 of 8 Imerican Square
Rigs Ends one Sail in Sight
Latt 2 n 19 8 Lgt 22.36

(Thursday) Comm' with Squalls and Stormy breezes all Sail Set W.S.W heading 2 of 8
Round (Latter Part) Fine Strong Steady breeze at daylight get in 2 Boat to repair
one Boat (Lemon Calling Blocks to refit this Day
Latt 25.65 8 Lgt 25.20

(Friday) Comm' with Stormy Squalls, W.S.W heading 2 m. one watch employed Cutting
Worst (Latter Part) gear and Boat Fine Squalls at 7 AM Part out Boat and
Sent in Another Boat this Day fitting gear
Latt 24.20 8
Lgt by Obs 24.25 By Lunar Obs 24.40

(Saturday) Comm' with Stormy mixed at 2 pm increasing Single reefed 4 pm
Wetness) More Moderate Let more the Sail fly Sick this day more new tacked
(Latter Pt) Braces Fresh Stormy Squalls W.S.W heading 2 of one watch fitting rigging &c
Latt 10.05 8 Lgt 24.21

(Sunday) Comm' with Stormy Squalls at 2 pm Spoke Barque Siren wrath
Thought) on Signalized with an American Barque at 4 8 pm. Set
(Latter Pt) out Starboard Boat at 5 pm Course 8 the Barque in Company
Fresh Stormy breeze latter Split rigging in 2 Reefs in Sight &c
Latt 23.45 Lgt 24.12

(Monday) Comm' with fine weather Employed in fitting rattling Blocks
Finished) the Barque in Company Course 8 Latter Part Employed in getting
(Latter Part) out Sails and rigging &c &c

Latt 25.03

(Sunday) com' with light airs and calms at 3 pm sent men to
(Sea Flower) sea in two boats at 6 pm saw the Isle of Wight
(Isle of Wight) bore S.W. by W. 8 leagues light airs and calms
down reckon and latitude by the Sun and Log in Lat 49.53
Lat 49.53 Log 98 miles

(Monday) com' light airs and calms at 8 pm saw Portland
(Portland) Bill bore N.W. by W. 5 leagues at 8 pm saw
(Start Point) the Start Point bore N.W. by W. 10 leagues
Lat 49.30 28.36

(Tuesday) com' with light airs and calms at 3 pm saw a Dutch Ship
(Mount) steering for Hamburg bound to sea steering the same course
(Edgcumbe) light airs and calms at 6 pm saw the Lizard bearing
by Steering per log 3 miles in Lat by calms bearing from the Lizard

(Wednesday) com' with light airs and calms at 3 pm sent men to sound
(Plymouth) took the depth to repair to port moored at 7 pm the Lizard
(Lizard) E. by S. one mile in light steering in but light breeze daylight
steering breeze sent 2 men aboard two boats on shore to the
west at Mevagissey returned with 2 planks for Jibboom
and some oke which was given for fire wood to us
29.29 " 29.05

(Thursday) com' with fine breeze at 1 pm sent in two boat on the
(Plymouth) South Side for fish at 2 pm returned with fish
Sound) Sounds steering down with in sight at 5 pm steering
course for 1 pm sent aboard to repair old sails
29.53 " 29.40

(Friday) com' with fine trade Course down at 8 pm saw Lundy Island
(Lundy) and began to repair the Head at 10 pm light airs and
Island) the Starboard breeze at daylight Commenced on the
Head at 10 am finished and sent it up repaired the
the other and Stowed it away the Jib sails to dry

Lat 29.14 Longt

Remarks) Comm' with Strong breeze at 1 pm sent down Main Topg Sail
Friday 4 to repair at 4 pm Sent down fore Topg Sail Reef at 8 the wind
Decemb 6th) and put the other forward this Moderate light light
rain Sent to Rigging Carpenter mending Sail
Lat — Lon —

Remarks) Comm' with Moderate breeze from the N with heavy rain
Saturday 4 at 8 pm wind veer'd to the westward Hands employ'd
Decemb 7th) at 8 pm Still rain this Strong breeze from the W. Hands
employ'd Latter Moderate fitting Rigging this Day
Lat Obs — Lon —

Remarks) Comm' with 6 Months out fine breeze from S by E Course S
Sunday 2 Sail in sight steering to the North one watch at work on
Decemb 8th) the Rigging this Day Course as p Comp Set fore
fore Topmast Staysail Latter part fine clear weather this Day
Lat 28. 20 Lon 8. 6

Remarks) Comm' with fine steady breeze from SE by E Course SE on the Sail
Monday 4 Set this the same at daylight Sent down Mainsail
Decemb 9th) to repair this Day with clear wea the
Lat 29. 50 Lon 8. 25

Remarks) Comm' with fine clear weather light breez from SE Course as at 8 pm
Tuesday 4 Sent up Mainsail and began to work on the Rigging this light
Decemb 10th) airs at Daylight Sent down Spanker to repair and Carpenter
imploy'd to paint at 9 am began to paint the Sides and Sick
this Day painting and mending Spanker
Lat 31. 42 S Lon 10. 0 —

Remarks) Comm' with light airs all hands employ'd in painting ship
Wednesday 4 fitting rigging at 1 pm sent Hands at 5 pm finish'd painting
Decemb 11th) for the night at 6 pm light airs from East Course as this Light airs
from the W at daylight Commenc'd painting and getting on
Stages and other various Jobs this Day

Lat 32 S Lon 10 E

(Monday) Comd with fresh breezes and cloudy in the forenoon
at 8 AM saw the Land bearing from NW to NE
at 10 came to an anchor in 7 fathom water
Sandy bottom
Light winds and clear weather
Lat Obs 36.40

(Tuesday) Comd with fresh breezes from NE to E
at 8 AM got under way and stood out to sea
at 10 came to an anchor in 7 fathom water
Sandy bottom
Light winds and clear weather
Lat Obs 36.40

(Wednesday) Comd with fresh breezes from E to SE
at 8 AM got under way and stood out to sea
at 10 came to an anchor in 7 fathom water
Sandy bottom
Light winds and clear weather
Lat Obs 36.40

(Thursday) Comd with fresh breezes from SE to S
at 8 AM got under way and stood out to sea
at 10 came to an anchor in 7 fathom water
Sandy bottom
Light winds and clear weather
Lat Obs 36.40

(Friday) Comd with fresh breezes from S to SW
at 8 AM got under way and stood out to sea
at 10 came to an anchor in 7 fathom water
Sandy bottom
Light winds and clear weather
Lat Obs 36.40

(Saturday) Comd with fresh breezes from SW to W
at 8 AM got under way and stood out to sea
at 10 came to an anchor in 7 fathom water
Sandy bottom
Light winds and clear weather
Lat Obs 36.40

)

Lat 49 Long 5 W

)

Lat 49 Long 5 W

)

Lat 49 Long 5 W

)

Lat 49 Long 5 W

)

Lat 49 Long 5 W

Saint Francis Hotel Steamer

Sunday December 1st) Comd with heavy gales from SW with heavy rain Evening Moderate & fine heavy squalls between the hours of 12 & 4 AM Middle & latter part fresh breezes & squally with heavy rain at times Lost sight of Steamer Yosemite at 6 PM Steamer Yosemite at 6 PM Steamer Yosemite at 6 PM

Saturday) Comd with Strong wind from South with the ... Saturday night) Double reefed Let stow one sail in night-cloth at 4 pm Sharks
December 5th) and one reef Set Main Course & sail Fine clear light airs ... pm
Vera Station Land ... Do Sails Latter light breezy ... & Co's
54: 40 " 62 36

Sunday) Comd with light breeze from ... Saw ... Sent
December 6th) One sail in sight ... at anchor off ... Course
Commenced) Vera Cruz Strong ... wind from ... Course ... sail in sight
at daylight Saw Vera Cruz ... at 8 am wind increasing with
thick weather Single reefed and reefed Mainsail Course ... & Co's
Land ... 66 84

Monday) Comd Strong breeze from ... at 10 pm Vera Broadcast Set Main
December 7th) Top G Sail at 4 pm Saw a large Head of Blackfish at 4 ½ pm
Commenced) wind veered to ... with thick weather & sail in sight
Course during Course Vera Victoria Lakes Courtenay Bay
Strong breezy with heavy squalls Ship under Single reefs Latter light
gale reefs Courses Took in Jib and double reefed Foresail ...
gust this. End one Sail in sight

Tuesday December Eight In The Pacific Ocean

Comd with Strong breeze Ship under double reefs and
Courses heading SE by wind by Wind first heavy squalls made all Sail
at daylight Calm Employed in getting out Provisions Latter wind
light with foggy weather wind from ... & Co's
... 65 ...

Wednesday) Comd with light breeze from ... Ship heading ... in sight foggy
December 8th) weather ... pm Wind a Perfect Dead Calm in sight foggy
Commenced) at 8 pm wind veered to the South West Ship Steering ... pm
Sail in sight Steering the same Course Left Company
with an English Ship heard Cannon this Day

... 65 ...

(a)
(Monday) Came with light breezes from S.E. to E.S.E. & S.E. & S. & S.S.E. & S.
(Tuesday) & so on till noon with little Showers of Rain then fresh
(December 10th) gales & Squalls from W. & W.S.W. & S.W. & so round to S.
& S.S.E. with Showers of Rain & then W. & W.S.W.
& so on Squally with Showers of Rain & Hail
Lat 58.11 Lon 77.

(b)
(Monday) Came with Stiff Gales & hard Squalls from W. & W.S.W.
(Tuesday) & S.W. & so round to S. & S.S.E. with Showers of Rain
(December 11th) & so on with Squalls & Showers of Rain & Hail & Sleet
with Thunder & Lightning & so on to
Lat 58.28 Lon 74.31

(c)
(Monday) Came with light Winds from S.E. & S.S.E. & S. & S.S.W.
(Tuesday) & so on with Rain & Sleet & Hail & so on
(December 12th) Set - Hard Steady breeze with fine Weather & clear Sky & so on
till 12 Night & so on Come up with Cape
Elizabeth & Distant to the E.S.E. & S.E. & S.
Lat 58.00 Lon 78.10

(d)
(Monday) Came with E.S.E. & S.E. & S. & S.S.W. & S.W. & so on
(Saturday) & so on Night & so on from South Coast & so to the S.W.
(December 13th) Breeze with thick weather & S.E. & S. & so on
Lat 57.49 Long 77.14

(e)
(Monday) Came with light Steady breeze from S.E. & so on & so on
(Tuesday) with increasing Gales & so on & S.E. & so on & Thick
(December 14th) Weather & so on & Hail & Squalls & Thick weather & so on
& so on Expect to see a Ship Every Day & so on
Minute Course & so on & so on & so on & so on
& so on & so on & so on & so on & so on
Lat 57.02 Lon 77.55

(Commences) Comm' with light airs and fine weather, wind from the Westward & Steering
(Ends) N.E. by E. in the Forenoon Employed as Yesterday & Steering
(Remarks) E.S.E. & E.S.E. Course & Distance as Logg'd Middle & Latter
parts Daylight began on the 3rd at 11 am got it cast and
began to Set the Logg in the Usual Time, at Eight Noon
Lat 54.00 N.B.

(Commences) Comm' with Calms Variable Light Airs and Fair
(Ends) at 1 pm Squally with Rain Wind at S.W. & S.S.W.
(Remarks) E.S.E. Distance Run 6 Miles Course as Yesterday
at 3 am light breez from N.W. Steering as
before Middle & Latter Course & Distance as
Lat 54.00

(Commences) Comm' with light airs and fine Weather at 4 pm Saw
(Ended) light gale Variable from S.W. with Hail and Rain
(Remarks) at 8 under Close Reefed Mainsail and Reefs
Foresail Steering as in Longe Sea Running Mean
Distance Run as the former Day Set
as at 12 Course as Usual at 4 Set Reefs
Set and Course. Down as Ship Lying to the Sea
52.00 Lat 7 Mile

(Commences) Comm' with Strong Winds from the S.W. Steering
(Finished) under Close Reefs Sails and Courses Middle and Squally
(Remarks) Hailing at 8 pm Strong Winds with Rain Split
as before Lucky in Sail at 4 am Saw one Sail to Windward
Caught a Porpoise Split one for 8 Hands Do
Lat 52.50

(Commences) Comm' with Strong Winds from S.W. to S.S.W. Single
(Ended) Reefs Sails and Main Top Sail in Steering as
(Remarks) Light & fair Light Variable Winds Strong Steady
from S.W. at 8 pm Lat Saw Sail under
Sail
Lat 49.15 — 89.24

(Sunday) Com' with Strong breezes from SW with frequent squalls Course as
Sunday) at 6 pm Saw Inaccessible Isle Strong winds with squalls
Decembr 26th) at 6 am double reefed Foresail & gave Watch out no
use let Mizen & Sail stood off & on Wind most heavy Squalls
Latt Obsd — Long Obsd — Dr Ens

(Monday) Com' with Strong breezes & Squalls at 8 am Saw Inaccessible
Decembr 27th) Isle at 2 pm Saw Nightingale Isle at 6 pm Saw Stoney
Island Strong winds from SW at 8 am Saw Land Sail Stood
to the Eastward in Sight at 5 pm Saw Land Tristan
da Cunha first Sunrise in Morning Saw Gough Island
Latt Obsd — Long Obsd — Dr Ens

(Tuesday) Com' with fine pleasant weather Steering SSE for the Island
Decembr 28th) of Tristan at 1 pm Tristan Sail Stood to Eastward & Saw the
Island Strong breezes at 6 am Saw a Sail was Hove Stoney &
at 8 am Saw the Island of Tristan distt 12 Miles Latter Part
weather Hove to, steering off Shore Stood to Eastward
Latt Obsd 37.56

(Wednesday) Com' with Strong winds from SW with fine weather Hove to
Decembr 29th) at 2 pm Close reefed Foresail Steering NNW at 10 am
Saw the Island of Tristan Sail with Strong winds
Latt Obsd 37.46 Long Obsd

(Thursday) Com' with thick weather wind from the NW Hove to Steering
Decembr 30th) NNE at 2 pm Saw Sail bearing to the Westward
at 3 pm close reefed and reefed foresail thick weather
and Strong Winds at daylight Saw Sail in Sight at
10 am Spoke Ship Hellmuth from Java Bound to Cape of
Good Hope Ens

J J . 53

(Friday) Com' with light airs from E&S at 2 pm fresh breezes & squalls
(October 25th) with heavy rain at 4 pm from the Eastward & Cloudy in the
Evening & 5 pm moderate & hazy in the Morning at 6 pm
got on at 9 am more Ship off Shoe Island Quarter
little more than Burgeo Citizen at Anchor Shoe Island
to Sails in Sight all Hands Com the Value of Goods &c
Left us

(Saturday) Com' with Strong breezes at 2 pm Weather more inclining
(October 26th) to daylight Moderate the same 5 Sails in Sight Shoe
Light airs and Calms at daylight the Value of Goods
and Chilcoa in Sight Latter Sent us them Vessel Yesterday
Left us 4 P. M.

(Sunday) Com' with light breze from N.W. Hauling more West at 2 pm
(October 27th) Sent us first the 4 Guard 4 Sails in Sight the Encounter in
Light Sailing at 7 pm Shoe Sail Shoe Strong breze
at daylight Gooseberry E.S.E at 9 am Carried Heading
to the Westward 7 Sails in Sight Latter Strong breze with
rain at Intervals more Ship Sailed Ahead of Us

(Monday) Com' with Strong winds with rain at 6 pm Sent Ship
(October 28th) Covered with Ice at daylight Ship
Steering in for the Land more increasing at 6 pm
Sent the Land and 7 Sails at 10 am Carried to the
Westward Hauling in on Chilcoa in Sight Sent us
12. 59

(Tuesday) Com' with Strong breze from Northward at 1 pm more
(October 29th) Ship Heading SW. Land in Sight and Split with
Heavy Squalls with rain 5 Sails in Sight, the
Strong winds Closed Hazy at 7 pm more Ship Standing
5 Sails in Sight the Sun

(Thursday) (Cont'd) Cont'd with strong winds & thick weather & high
(Friday) sea & the ship rolling & pitching & shipping
(Saturday) a heavy sea which broke in the Starboard Gangway
& stove in the Starboard Quarter Boat & Gangway
& washed away the Starboard Quarter Boat & Gangway
& broke in the Starboard Gangway Doors & Bulkhead
& let in a heavy sea which washed away the Starboard
Quarter Boat & Gangway & broke in the Starboard
Gangway Doors & Bulkhead & let in a heavy sea
which washed away the Starboard Quarter Boat
& Gangway & broke in the Starboard Gangway
Doors & Bulkhead & let in a heavy sea which
washed away the Starboard Quarter Boat &

(Wednesday 5th) Comm' with light breezes & clear in part of the whole
Thursday 6th) whole day could not get an Observation at Noon Comm'
Friday 7th) to veer and Steer off Shore at 9 pm Spoke Ship Virginia had
Struck 2 whales and had them Cut on both Sides
and Right ones bone about 15 Miles

(Saturday 8th) Comm' with light airs from N.W. Standing in Shore at 1 pm
Sunday 9th) tacked off Shore at 4 pm tacked in Shore & Sails in sight
Monday 10th) Still standing in Shore at 6 am the Island of Juan de Fuca
12 Miles West 1/2 W & Sails in sight continued
getting out Provisions this Day

(Tuesday 11th) Comm' with moderate weather Ship standing off Shore
Wednesday 12th) at 8 pm tacked in Shore at 4 pm saw Land at 6 pm tacked
Thursday 13th) in sight Sails 6 Sails in sight Blue Peter hoisted with
Signal for a Pilot tacked in Shore and Fired a Gun
more Ship off Shore Latter Part this Day

(Friday 14th) Comm' with Strong wind and Rain one Sail in Sight at 6 am
Saturday 15th) more Ship under Main Sail Blue Peter hoisted at 6 am saw the
Sunday 16th) Land at 6 am saw the Land more Ship off Shore tacked Stood to

(Monday 17th) Comm' with Strong wind Ship Standing in Shore at 4 pm saw
Tuesday 18th) Ship off there 7 Sails in Sight at 7 pm a Barque Running to
Wednesday 19th) at 7 a Spoke Barque Augusta Captain Childs Sailed Hauled
off Shore 11 Sail in Sight all Strangers Set Ensign

(Thursday 20th) Comm' with Light airs at 7 pm Spoke Ship Mariner
Friday 21st) Sailed Same Course Ship standing North 1 Sail in Sight
Saturday 22nd) in Sight Latter Strong winds with Rain Ship Standing
Sunday 23rd) on Course in Sight Ship in Sight 3 Sails

6th
Calm) Cons with Strong winds from S to SSE Sea
Squalls) in Sight at 1 pm Dogrobsecleuth a Ship this night
9th ——— at 8 am Saw Schools coming to Ingle wood &c
Lowest without success could not get near than 6 Sails
in sight all Chasing this Land Coming on towards

Calm) Cons with Calms & Haze in Sight Ship supposed
Squalls) this night got one Blackfish got in some nets then to
Towards shore to windward of us and brought them to
10 pm Saw another inclined going to towards Gulls towards
in Company with Halfpenie boats Chased 6 Sailors did
not see him again Cons on towards this Calms Lots
the Same 11 Sails in Sight Land dist 20 Miles to South

Calm) Cons with light airs from SW Clear wt Cooling
Squalls) in Light-but Ships at 1 pm Hartlepool Bell bearing
11th in Sure Amid light airs and Calms at 6 night
Kept off & E in Search of Spermaceti Ships
Employed in getting out Boats &c End

Calm) Cons with light breezes from the westward Ship
Westerly steering from E to SW nothing seen Sent up
Squalls) fore topsail yard Mid light airs this Ship steering in
Latter Middle part steering SW on a Tack in sight &c

Calm) Cons with light breezes from westward Ship steering
Westerly) SW at 7 pm saw Gulls Ship Land in sight
Squalls) from NW to SE End with the middle

Calm) Cons with Light breezes at 8 pm saw the Island of Staten
Squalls) now Ship off Shore at 9 pm Ship off & on
14th) Most part Steering
Latter part Steering

(Friday) Came with light airs and calms this Morning
Friday) and at Noon Steering for Yarmouth Roads and Flamborough
January 15th) Head Steering as the Wind Variable &c

(Saturday) Came with the Wind variable this Morning
Saturday) Fresh Gales at East at 4 P.M. more this Day
16th) Variable in Light Wind Hazy Weather at
8 Light Hoisting out for Yarmouth and the Convoy
Came and Sent Ships in Sight

(Sunday) Came with light airs and Hazy Weather this Morning
Sunday) Fresh Gales at 4 P.M. Variable at 8 P.M. Light
17th) Airs at 9 P.M. this Morning at Daylight Made all Sail and
and the Land in Sight Near Gorleston

(Monday) Came with light airs and Hazy Weather this Morning
Monday) Fresh Gales at 4 P.M. Variable at 8 P.M. Light
18th) Airs at Daylight Made all Sail and Stood
in Shore at 8 A.M. Came to with the Best Bower
in 5 Fathom Water Gorleston Church W.S.W. Yarmouth
Church N.W. Came to Sail with the Convoy
at 10 A.M. Weighed and Stood to the Southward
with the Convoy at 4 P.M. Came to with the Best
Bower in 5 Fathom Water Gorleston Church W.S.W.
Yarmouth Church N.W.

Journey Of Jacob

(Monday) Comm with Strong Gales & Squally Weather
Tuesday) at 5 pm Saw a Sail Bearing S.E. Distance 4 Miles
24th) Comm with Strong Gales & Squally Weather Saw Several
Sail Bearing S.E. Distance 4 Miles Spoke
Some of them with out Success Hove to
& getting out Provision &c

(Monday) Comm with Strong Gales & Squally Weather at 4 pm Saw
Saturday) the Land Supposed Gunsto now Bore of Hove
28 January) Comm fine Rain Strong Weather Close Reefd
Latter Part Moderate Made Sail Course S.E. by E.

(Monday) Comm with Strong Gales & Squally Weather at 4 pm Saw the
Monday) Coast of Java now Bore of Hove to Bearing
Noon 31st) Comm Close Reefd and Sent down
the Royal yard Dirt Blowing Gales with Heavy
Sea running at 8 pm saw the Light Vessel
at 11 pm saw the Light Distance Abreast and
one Reef Let Fall and made Sail thro the Straits

(Monday) Comm with Gales Blowing Hard Heading N.E. by N.
Monday) 6 Sail in Sight Steering to N.ward the Coast
Feb 7th) Comm More Moderate Sail in Sight
Comm Steering Sent down Yards & Masts

Sat 15th Fine Weather Gen[t] with Strong winds & Squalls in Sight at 4 pm
Sunday 16th Gen[t] with Strong winds & Squalls in Sight at 4 pm
increasing to a Hard gale Close reefed Fore
Course Hove to heading S.W. Shipped Cabins at daylight
in Sight one Watch employed Sounding &c &c
Lat 42.43

Monday 17th Gen[t] with Cabins on Sight at 6 pm Captain
Bennett went on board Ship Rebecca to obtain a
Boat returned with the Boat but no Anchor
Fine Light breezes from the North at daylight
moderate increasing at 7 am made Sail Steering in
for the Land at 9 am saw the Land at 10 Hands
employed Shifting Ballast from Aft to Fore Hold

Tuesday 18th Gen[t] with Strong winds Rain Squalls with
Heavy Sea at 8 pm Close reefed Main Sail
Sounded at 12 pm Light Airs & Calms at 4 am
Strong winds from S.W. Close reefed
Split in Sail the Rest as Before

Wednesday 19th Gen[t] with Strong Squalls with Large Showers
of Hail at 4 pm Set Foresail
Heaving to & Sounding at 8 pm Close
all Sail set & Ran Steering Course
Strong Gales and Squally with
Heavy Showers of Hail & Rain
Ships Labouring all in a Heap 28 Feet

Thursday 20th Gen[t] with Strong Gales Squally with
Heavy Showers of Hail & Rain at 4 pm
Sounded Land in Sight at 8 pm
Hove to Set Foresail and Reefed
the Sail at 4 am Commenced to Cut
in Light Airs & Calms at 8 am
got in Cable & Anchor at 10 am
at 10 am finished

Cutting

Reading Of Signals

(Attn) Comm with fine weather Foggy in Cutting
(Fine) Up Yards at 5 pm Light Airs & Steady Stood to
(Comm with) North on Log 5 by Sun Kept a Good
and Steady Look Out Saw Nothing
Worth Remarking Throughout

(Attn) Comm with Strong Winds and Thick weather
(Hazy) Employed Heaving the Log Sun
Rose Stood Cruising under Easy Sail
Sun Did not Appear Hazy at Noon
Being Observed Lat by Sun 49° 48' North
Comes out Upon the Starboard Tack

(Attn) Comm with Thick Foggy weather Wind Fresh
Hazy Up Yards at 5 pm Set Top Gallt
Moderate Nothing in Sight Wind Light Foggy weather
at 6 Comm Cruising Under Easy Sail
Steering to the Southward

(Attn) Comm with Thick weather Fresh & Strong
Moderate Down at 5 pm Saw a Sail in Chase
Fine Set Top Gallt Sails Made all Sail
at 6 pm Saw the Land Bore S by E Dist 4 Miles
Set Reefing Yards Saw Many Boats
Some Small at 8 Saw Sea Spoken with
Fired without Success Which Left to
Windward Came on Board Sent Reefing
to Windward Ships in Sight

(Attn) Comm with Strong Winds and rugged weather
Strong) Saw the Coast of Spain in Chase
Gales) Shortened Sail at 6 pm Close Reefed Top
Yards Saw many
Sail in Sight Wind Increasing Handed
Reefed and Split Foretop Sail in Sight all the
Evening Hove to

Sept 6 Latitude Observed 6° 46'

(Saturday) Clear with Strong North winds Hauled up S.E. by E.
(Sept 6th) at 7 P.M. more Hills in Sight S.E. by E. to S.W. by W.
Thursday 7th Moderate Strong Breeze Latter light Sails Hills
in Sight all Reading Sun this Day

(Sunday) Began with light Airs & Calms & Hauled up
8th Sept. for Cape Coast Castle & Steered Sundry Courses in Sight
Cape Coast Castle at 2 P.M. more Hills in Sight Cape Coast
Castle Bore N.E. by E. 6 Leagues

(Monday) Began with light Airs from the N.W. & N.N.W.
9th Sept. & Hauled up for Cape Coast Castle & Steered Sundry Courses
Cape Coast Castle at 4 P.M. more Hills in Sight Cape Coast
Castle Bore N.E. by E. 6 Leagues in Sight Hills Extended
from the N.W. to the S.W. by W. Cape Coast Castle
Bore N.E. by E. 6 Leagues

(Tuesday) Began with light Airs from the N.W. & N.N.W.
10th Sept. & Hauled up for Cape Coast Castle & Steered Sundry Courses
Cape Coast Castle at 4 P.M. more Hills in Sight Cape Coast
Castle Bore N.E. by E. 6 Leagues in Sight Hills Extended
from the N.W. to the S.W. by W. Cape Coast Castle
Bore N.E. by E. 6 Leagues

(Wednesday) Began with Strong Winds with Squalls at 4 P.M.
11th Sept. Cape Coast Castle Bore N.E. by E. 6 Leagues
Cape Coast Castle at 4 P.M. more Hills in Sight Hills Extended
from the N.W. to the S.W. by W. Cape Coast Castle Bore
N.E. by E. 6 Leagues in Sight Hills Extended from the N.W.
to the S.W. by W. Cape Coast Castle Bore N.E. by E. 6 Leagues.

(Sunday 8th) Came with light airs and fair weather from the Eastward Saw a Sail at 8 AM in the Eastward at 9 AM Saw a Sail in the Eastward at 11 AM Saw a Sail in the Eastward and 11 Sail after us

(Monday 9th) Came with fine weather Nothing in Sight (Tuesday 10th) Hoisted our Ship's Colours Saw a Sail at 11 AM Steer'd and Obtain'd 2 Points of Latitude This and Latter Calms & End

(Wednesday 11th) Came with light airs and Calms at 2 AM Saw a Sail in the Eastward at 4 AM Steer'd and Obtain'd Latitude 2 Points of Latitude This and Latter light airs and Calms & End

(Thursday 12th) Came with Calms nothing in Sight at 2 PM Saw a Sail in the Eastward at 3 PM Steer'd and Obtain'd Latitude 2 Points of Latitude This and Latter Calms & End

(Friday 13th) Came with Calms nothing in Sight at 2 PM Saw a Sail in the Eastward at 3 PM Steer'd and Obtain'd Latitude 2 Points of Latitude This and Latter Calms & End

(Saturday 14th) Came with Calms nothing in Sight at 2 PM Saw a Sail in the Eastward at 3 PM Steer'd and Obtain'd Latitude 2 Points of Latitude This and Latter Calms & End

(Sunday 15th) Came with Calms nothing in Sight at 2 PM Saw a Sail in the Eastward at 3 PM Steer'd and Obtain'd Latitude 2 Points of Latitude This and Latter Calms & End

(Monday 16th) Came with Calms nothing in Sight at 2 PM Saw a Sail in the Eastward at 3 PM Steer'd and Obtain'd Latitude 2 Points of Latitude This and Latter Calms & End

(Tuesday 17th) Came with Calms nothing in Sight at 2 PM Saw a Sail in the Eastward at 3 PM Steer'd and Obtain'd Latitude 2 Points of Latitude This and Latter Calms & End

(Sunday) Came with moderate winds from South with heavy Squalls
(Feb 8th) Hove to at 3 pm saw Sail in sight at 4 pm made
Sail with
Set off the land in sight and stood NE Course at 6
pm with Cape of Good in sight and stood SE best
without success this day

(Monday) Came with Calms and light airs Set Course at 6 pm SE
(Feb 9th) Set Studdsail and Steering yards out Course
Set Light airs and Calm Set Log 2 pm Saw Sail
to pm more Set Studdsail Set Reading at 8 pm

(Tuesday) Came with fine breze from West Set Reading at 8 pm
(Feb 10th) Cape of Good Hope East 12 Miles at 4 pm took in
twelve in Light Sails Middle part more increasing more Sail
Reading at 8 pm take Steering Sails took reef Sail in course

(Wednesday) Came with wind increasing more Sail at 2 pm saw
(Feb 11th) Land took in Low Sail at close reef Main at 4 pm saw Isaac
with Fore Sail at 8 pm Moderate more more Sail
Set Fore Course at 6 pm Reading at 8 pm Set
Sail more Set at 10 am saw Isaac Island

(Thursday) Came with Weather Moderate at 8 pm saw the
(Feb 12th) Cape of Good Hope 8 Dist 12 Miles Steering Sail
the Fore Sail out one reef Set Sail more
at 4 pm more Light Sails Set Course SE Set Steering
at 8 pm More heavy Squalls at 6 am more Sail Reading at 8 pm
dist 15 Miles 6 pm saw more Moderate Set Studdsail
Steering Sail Reading at 8 pm Making 8 E Course Strong
Current

(Wed 24th) Exp' mark Head member of Expn Started Depôt Expn
Hoisted [illegible] Sile of [illegible] Expn Depôt [illegible]
Thurs 25th) Rain Rain and Sleet Do Wind Hard Strong
Wind no Depôt with Sail at 9 am Wind Moderate
Made all Sail Steering N.W. and N.N.W. Do Wind Hard

(Thurs 25th) Fair with fine Keen Weather Lands of the Starboard
Friday 26th) Bow Bearing N.E. Do Wind Hard Steering
at Daylight saw the Island of Arocha bearing N.E.
Made Sail Steering in at 10 am Wind increasing
Ship of Share Lost Starboard Chain Cable

(Friday 26th) Fair with a gale from the North at 4 pm increasing
Saturday 27th) Stood in all Sail to a Clear reefs Main topsail
Sunday 28th) Stood in mast head Blue Water discovered
Wind from the Northward Made all Sail Steering in for
the Land at Daylight about 10 Miles Which
Was increasing but in Sight Saw Land

(Saturday 27th) Fair with Squalls Wind at 1 pm Wore Ship off
Sunday 28th) Shore at 3 pm Thick weather with Calms and Heavy
Swell from South Bearing East Light Airs Thick Foggy
weather Latter Fine with Clear and Ship in Sight to N.W.

(Sunday 28th) Fair with Calms and Light Airs in Sight and the
Mela Visited Arocha Light Calms and Foggy weather
Tuesday 30th) Latter part getting out Pinnace Latter part Employed
with a Merchant Ship to Sea

(Tuesday 30th) Fair with Light airs and Clear weather and Moderate
Wednesday) Hands at 6 pm Saw Land at 6 Miles Wore Ship
Thursday 31st) Light in Light Airs Wind Variable
[illegible]

Sunday 18th Comes with a fresh Easterly breeze at 2 pm wore ship & stood with Main at 6 pm Close Hauled under that sail heading to the Northward Shipt Light ashore at 9 pm Saw James Bank Seamen Greatly inclined to Turn officer and Muster him first Call the Boys aft and Read him the Riggin gave him two dozen at 9 am Sent upper Boat on Shore at the Island of Trecha for Potatoes at Noon Latitude Returned with five Bbls thereof

Monday 19th Comes with calm Shifting within 2 Miles Set Jib & Mizen in it Latter more Cloudy up Sails & Sent in 3 Boats for Potatoes at 1 pm Returned with 22 Bbls 2 Boats returned again at 2 pm Returned with one Boat load of more Potatoes at 3 pm Light Airs got under way at 4 Loosed on the Ship Steering N.E. by E. Light Airs at 5 pm Wind increasing Wore ship Laid in the Main Sheet with Courses & Jib Hauling to North Course for Teneriffe

Sunday [illegible] March 1st [illegible]

[illegible] Came with strong breeze at 7 pm rounded
Cape Canso steered [illegible] & [illegible] & [illegible]
[illegible] at 11 pm came to anchor in the harbour
cleared up sails the town clock was [illegible]
[illegible] 12

Monday March 2nd
Came with heavy squalls at 3 am to the anchorage
at 7 am came to anchor in fine harbour moored
sails and began to clean ship midnight calm

Tuesday March 3rd
Came with fine weather sent boat ashore with
on shore this morning employed in getting off stores
to water at 1 pm got off the last boats
Midnight fine weather

Wednesday March 4th
Came with fine weather at 9 am sent in the
the small bower and three hawsers Shortening Cable to
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] Second Officer came on board in a fog
[illegible] moored ship to [illegible] [illegible]
on board the Steamer got on shore which he left
the ship with [illegible] Came on board at 6 pm
[illegible] Midnight [illegible]

Thursday March 5th
Came with fine weather sent [illegible] ashore
for Dr Jones left remaining on shore this day Received
[illegible] letters [illegible] had received this first [illegible]
[illegible]

Log of Barque Gustaaven of Mariehamn
Sailing in Ballast

Tuesday January 1st
Comm with fine weather this day but we have
the Sea Rough Comm in Latter part this day

Wednesday January 2nd
Comm with fine weather & Sent part of the
Ballast Ashore this day Comm Discharging

Thursday January 3rd
Comm with fine weather & Sent part of the
Ballast Ashore this day Comm Discharging

Friday January 4th
Comm with fine weather & Sent part of the
Ballast Ashore this day Comm Discharging

Saturday January 5th
Comm with fine weather & Sent part of the
Ballast Ashore this day Comm Discharging

Sunday January 6th
Comm with fine weather & Sent part of the
Ballast Ashore this day Comm Discharging

Sailing in Tedious

Sunday 5th Light airs
Calm with thick weather nothing seen in this day at 9 am Sent six a head to look out Dowlet Reys Boats & rowed this Day

Monday March 14th
Calm with thick weather mind from the North this Morning Sent Reys Boats to Tow and one Boat from the Fleet

Tuesday March 15th
Calm with thick foggy weather employ in Watering

Wednesday March 16th
Calm with clear weather employ in painting the Boats & Sun rises this day three Spaniards Come in to us Ships for one Boat this Day

Thursday March 17th
Calm with lowering Dust mind veered to the north Come to Anchor this day but the Moon Rose a Boat on board Boats got the Boat again & Sun Rose nothing from the Spaniards 3 Ships one or two English Ships in Sight Some Fish Caught Some Boats

Friday March 18th
Calm with Light mind with rain Shifted a Point one Man came on board at 6 pm but Gone at 8 pm Employ with 4 Spaniards Servant Boy with Capt Rose this one Man Much out Some Shot heard but Sun Set in the night all hands on board

Log of Barque Southern Cross

(March 8) Sunday) Comm with heavy Squalls and threatening Weather Saild at 2 am Light Airs and Calms at 8 am got a Breeze from the South at 9 am got outside at 10 finished Securing anchors and Cleared up Decks Ships heading West this 24 hours Civil time

(March 9) Monday) Comm with fine weather Ships heading West Saild Set at 8 pm Sam a Barque Supposed to be a cutting at 6 pm took in the Sail Ships heading by the main to the Northward this 24 hours Civil time

Latt 26 29 76,49

(March 10) Tuesday) Comm with fine Clear Weather main from SS E Ships heading by the main heading SW one Ship in Sight West Steering Course the Latter one Light airs Calms one Ship in Sight Ships heading as the former

Latt 25 54 78 49

(March 11) Wednesday) Comm with light airs Ships heading as at 1 pm Spoke Ship Sea Queen 31 Months out Bound in Brig light airs at daylight 1 Sail in Sight Ships heading by the main Latter part with Strong Breezes

(March 12) Thursday) Comm with whole Sail breeze Comm with frequent Showers of rain at 8 pm Spoke Barque Mary Frances of Boston at 9 pm rain ceased to the South more Ships heading North Sail Set breeze often Puff of wind at one pm Saw the Island of Fernandez this Day

(March 13) Friday) Comm with Strong breeze from the South at 6 pm Set Sail to Light Sail Ships heading Eastward Strong Squalls Handed to the main Top Sail 2 Sails in Sight Ships heading off and on at 8 am Sent up the boats for wood and Water 2 Vessels in sight to the Northward

Thursday 4th [illegible]

Sept 4th) Fine South light breeze at 4 pm tacked & stood
Lat 8 [illegible] out West more Sent in one boat to fish
Mer Obsd [illegible] Shot here in light at 7 pm boat returned with
to Codfish and Several Sorts Night at Sent the
boats again at the light & Sails in Light
and the Ship Lying Shot out West and Sent
boat for the others when the Ship

Lat [illegible] 30

Sept 5th) Fine with light breeze & Shift heading in for the land
Mer Obsd) at 4 pm Sounded in Soundings Sent a
boat in light Sails and Carried her boat
Crew ashore Shot here in Light Airs calm at
Obsd Mer Obsd Shift heading S the land in Sight

Sept 6th) Fine with light breeze Shift heading in for the land
Mer Obsd) at 4 pm Sounded & Sent boat
Crew ashore Shot here in Light Airs calm at
Obsd Mer Obsd Shift heading S the land in Sight

Sept 7th) Fine with light breeze & Calm Shift heading in for the land
Mer Obsd) at 4 pm Sounded & Sent boat
Crew ashore Shot here in Light Airs calm at
Obsd Mer Obsd Shift heading S the land in Sight

Lat [illegible] 30

Log Of Barque Gretheun Of Westport

(Sept 1st) Comm' with light airs from the South & fine
(Middle) clear weh's Sent Set Course Port the Same
(End) one watch Employed Unmoor Ship

Sept 2nd, 84

(Sept 2nd) Comm' with light airs from the South & fine wea
(Middle) Part the Two colours in sight at 6 pm Light
(End) in sight Set & Single reefed Main Sail
Large at daylight Sent in Signal Made all Sail Stood
E.N.E Sent Chief Mate ashore to obtain Ship's
Papers 2 P.M.

(Sept 3rd) Comm' with Light Airs & Calm weather Hoisted
(Middle) Ensign & Pendt at 8 pm Hoisted Quarantine
(End) Flag at 9 pm Hoisted Signal for Pilot
Strong winds & Squally at times Cable
parted in the night Let go Second Anchor

(Sept 4th) Comm' with strong winds from South with
(Middle) heavy Squalls at times Cable parted
(End) in the night Let go Third Anchor

(Sept 5th) Comm' with light breezes from South with
(Middle) heavy Squalls and Thick weather
(End) at 6 pm Hove up Anchor & Set
Foresail & Jibs Stood out of Bay
Light Airs

(Sept 6th) Comm' with light breezes from South with
(Middle) heavy Squalls and Thick weather
(End) at 6 pm Hove up Anchor & Set
Foresail & Jibs Stood out of Bay
Light Airs

Round Down the Coast

Seattle Wash with light airs and calms to Port Townsend, where left at 10 AM with light airs from the South. Passed Point Wilson at 1 PM, Admiralty Inlet at 3 PM, Point Partridge at 5 PM, Point Lawrence at 7 PM, Cape Mendocino at 10 PM, Trinidad Head at 12 PM. Distance 26 miles. Intend to keep a sharp look out for the Umpqua River. Should pass it during the night. Have nothing in sight. Tonight very dark. Can see but a short distance ahead. Shall endeavor to keep the land in sight. Can see the lights on Point Saint George and Crescent City.

Trinidad Head to Point Reyes. Came with light airs from the South. Left Port Townsend at 10 AM, Point Wilson at 1 PM, Admiralty Inlet at 3 PM, Point Partridge at 5 PM, Point Lawrence at 7 PM, Cape Mendocino at 10 PM, Trinidad Head at 12 PM. Distance 26 miles. Intend to keep a sharp look out for the Umpqua River. Should pass it during the night. Have nothing in sight. Tonight very dark. Can see but a short distance ahead. Shall endeavor to keep the land in sight. Can see the lights on Point Saint George and Crescent City.

Point Reyes to Farallon Islands. Came with strong winds from South West. Passed Point Reyes at 5 PM. Have had strong winds from South West all day. Shall endeavor to keep the land in sight. Can see the lights on Point Reyes and Point Bonita. Intend to keep in the Pacific Ocean.

Farallon Islands to Cape Mendocino. Came with light airs and calms from the South West. Passed Point Reyes at 5 PM. Have had strong winds from South West all day. Shall endeavor to keep the land in sight. Can see the lights on Point Reyes and Point Bonita. Intend to keep in the Pacific Ocean.

Cape Mendocino to Trinidad Head. Came with strong winds from South West. Passed Point Reyes at 5 PM. Have had strong winds from South West all day. Shall endeavor to keep the land in sight. Can see the lights on Point Reyes and Point Bonita. Intend to keep in the Pacific Ocean.

Trinidad Head to Cape Mendocino. Came with light airs and calms from the South West. Passed Point Reyes at 5 PM. Have had strong winds from South West all day. Shall endeavor to keep the land in sight. Can see the lights on Point Reyes and Point Bonita. Intend to keep in the Pacific Ocean.

Cape Mendocino to Farallon Islands. Came with light airs and calms from the South West. Passed Point Reyes at 5 PM. Have had strong winds from South West all day. Shall endeavor to keep the land in sight. Can see the lights on Point Reyes and Point Bonita. Intend to keep in the Pacific Ocean.

Farallon Islands to Point Reyes. Came with strong winds from South West. Passed Point Reyes at 5 PM. Have had strong winds from South West all day. Shall endeavor to keep the land in sight. Can see the lights on Point Reyes and Point Bonita. Intend to keep in the Pacific Ocean.

Point Reyes to Farallon Islands. Came with light airs and calms from the

Log Of Steamer Governor Of Alaska

(Sept 5th) Came with wind Sail Easy at 1 pm left off work
(Sept 6th) 4 pm left Seattle & the wind took in light Sail at 6 pm Sept 6th
reefed sails Strong wind all night Steady at 8 pm took in
sight Strong wind double reefed Sail Took in Fil
Fells Some Discomfort Strong Sail Sam Embarks Tues
out - Wind Dies near Sept Heading West this End.
Left N. 96 Tatoosh

(Sept 7th) Came with Strong Breeze Still heading West by the wind at
Sept 8th) 4 pm one Sail in Light at 6 pm took in Strong Breeze
Double Reefed at daylight Strong all Sail Set
Ship to the Eastward at 8 am Set Sail to Southward
in Sight one watch Setting Sail Left Sailor Left Sea
Left Tatoosh

(Sept 8th) Came in Light Airs and Clear at 1 pm
Sept 9th) Set out Steamed East Light Airs to Calm Employed in
Setting up Rigging Left Sailor Left this Sea

(Sept 9th) Came with Light airs at 2 pm Sam Hatch Picks
Sept 10th) Turned 3 hands Steamed East Strong Breeze & Head
Sept 11th) Seas High and the Steam Went along Side Wind
Went East along Side West Went
and Left him at 8 pm Set Steam in and Clean
to Clean Steam at 10 pm Finished at daylight
began to get ready to Sail at 2 pm Took in
Steam Went to Work Extra Sailing and Repairing
Steam Boat Nothing in Sight to End

(Sept 10th) Came with Calm Current and Strong Ebbing
Sept 11th) Steam West at 6 pm Finished Sailing Ship Calm
Sept 12th) Lots Time Employed in Repairing Steam Boat
this End

Left 28.50 Tatoosh

Inward Coast of Ireland

(Sept 15th) Saw South Calm Employed in Setting the Sails
Steered Begin and Steering Short Course the
(Sept 16th) Same Latter Part Light Airs and Hazy

(Sept 17th) Saw South Calm Employed in Setting the
Steered Sails Same Course as the Day
(Sept 18th) Before

(Sept 19th) Saw South Calm Employed in Setting the
Steered Sails Same Course as the Day
(Sept 20th) Before

Latt Obsd 26.15.

(Sept 21st) Saw with Strong Breezes and Hazy Small Sleet Keeping
(Wednesday) Sail at 9 pm Shortened Sail to the Night Wind Strong
Sept 22d) Steered in Course of the Same Course as the

Latt Obsd Point 26.15.

(Sept 23d) Saw with Strong Winds Hazy Weather Sleet Keeping
Sail at 9 pm Shortened Sail to the Night Wind Strong
Sept 24th) Steered in Course of the Same Course as the

Latt Obsd Point 26.15.

(Sept 25th) Saw with Moderate Hazy Weather Sleet Keeping
Sail at 9 pm Shortened Sail to the Night Wind Strong
Sept 26th) Steered in Course of the Same Course as the

Latt Obsd Point 26.15.

(Sept 27th) Saw with Lightairs Hazy Weather at 9 pm Shortened
Sail to the Night Wind Strong Steered in Course of the
Sept 28th) Same Course as the Day before

Latt Obsd Point 26.15.

Log of Isaac Greenleaf of Newburyport

Tuesday 4th Came with Sharp winds at N.E. from Cape Ann Thatcher's Island bearing W.S.W. 6 or 7 leagues distant Stood off Shore all night Wind Sharp at N.E. Course E.S.E. Distance 60 miles

Wednesday 5th Came with whole sail large Hyannis head E. at 5 P.M. Nantucket Shoals E. by S. 10 leagues distant Stood off Shore all night Wind Sharp at N.E. Course E.S.E. Distance 60 miles

Thursday 6th Came with whole sail large Hyannis head E. at 5 P.M. Nantucket Shoals E. by S. 10 leagues distant Stood off Shore all night Wind Sharp at N.E. Course E.S.E. Distance 60 miles

Friday 7th Came with whole sail large Hyannis head E. at 5 P.M. Nantucket Shoals E. by S. 10 leagues distant Stood off Shore all night Wind Sharp at N.E. Course E.S.E. Distance 60 miles

Saturday 8th Came with whole sail large Hyannis head E. at 5 P.M. Nantucket Shoals E. by S. 10 leagues distant Stood off Shore all night Wind Sharp at N.E. Course E.S.E. Distance 60 miles

Sunday 9th Came with whole sail large Hyannis head E. at 5 P.M. Nantucket Shoals E. by S. 10 leagues distant Stood off Shore all night Wind Sharp at N.E. Course E.S.E. Distance 60 miles

Monday 10th Came with whole sail large Hyannis head E. at 5 P.M. Nantucket Shoals E. by S. 10 leagues distant Stood off Shore all night Wind Sharp at N.E. Course E.S.E. Distance 60 miles

(Settle) Come with light airs and smoke weather at 6 pm took in Light Sails at 10 pm took off a watch of Jack Sailor and a Supernumerary Steering Sail boom at 6 pm took in Light Sails at 10 pm handed the main top Sail at 6 pm Moderate all Sail Steering N.E. by E. Latter Some part in the night

Lat 21.02 Long 70 42

(Settle) Come with light airs and Smoke weather at 6 pm took in Light Sails at 10 pm took off a watch of Jack Sailor and a Supernumerary Steering Sail boom at 6 pm took in Light Sails at 10 pm handed the main top Sail at 6 pm Moderate all Sail Steering N.E. by E. Latter Some part in the night

Lat 21.02 Long 70 42

(Settle) Come with light airs and Smoke weather at 6 pm took in Light Sails at 10 pm took off a watch of Jack Sailor and a Supernumerary Steering Sail boom at 6 pm took in Light Sails at 10 pm handed the main top Sail at 6 pm Moderate all Sail Steering N.E. by E. Latter Some part in the night

Lat 21.02 Long 70 42

(Settle) Come with light airs and Smoke weather at 6 pm took in Light Sails at 10 pm took off a watch of Jack Sailor and a Supernumerary Steering Sail boom at 6 pm took in Light Sails at 10 pm handed the main top Sail at 6 pm Moderate all Sail Steering N.E. by E. Latter Some part in the night

Lat 21.02 Long 70 42

(Settle) Come with light airs and Smoke weather at 6 pm took in Light Sails at 10 pm took off a watch of Jack Sailor and a Supernumerary Steering Sail boom at 6 pm took in Light Sails at 10 pm handed the main top Sail at 6 pm Moderate all Sail Steering N.E. by E. Latter Some part in the night

Lat 21.02 Long 70 42

(Settle) Come with light airs and Smoke weather at 6 pm took in Light Sails at 10 pm took off a watch of Jack Sailor and a Supernumerary Steering Sail boom at 6 pm took in Light Sails at 10 pm handed the main top Sail at 6 pm Moderate all Sail Steering N.E. by E. Latter Some part in the night

Lat 21.02 Long 70 42

(Settle) Come with light airs and Smoke weather at 6 pm took in Light Sails at 10 pm took off a watch of Jack Sailor and a Supernumerary Steering Sail boom at 6 pm took in Light Sails at 10 pm handed the main top Sail at 6 pm Moderate all Sail Steering N.E. by E. Latter Some part in the night

Lat 21.02 Long 70 42

Light of Distance Gentlemen of the Watch

Scotts Island) May) Light are Hen and
Cow with Light Keeper Course NE 1/2 from here
9 Yards get 2 of them Middle Latitude
Nothing in Sight but both this Ends

(Scotts Island) Cow with Calves Schools in Sight of you Light on
Hen) from 2 on this Isl on from NE both Ends Course E
Cow) one big in Sight this Time

Light 15:20

(Scotts Island) Cow with Light keeps from 2 Course each return in Sight
Hen) Mid Overboard at daylight Some others Land Course
Cow) to Latter Part Schools and Fair Ends

Latt 10.40

(Scotts Island) Cow with Light Keeps from NE & E from Some Several
Tyrrel) Large Sailboat Pattern Inward a Boat & Skiff one Canoe
Magruth) must get a Chance Sail past Henry in or at daylight
Down the Land one 2 Sails Latter part Lagoon Open
Begin Islands of Schools in Sight but 2 Ends

Latt 10 Dist 30 E

(Scotts Island) Cow with Light one Sailboat in Lagoon Course
Hedgebeth) South in Sight at 1 from a Schooling Lagoon Course
Cow) Down at 2 from South Ends Low Point Sight in
Course in one Latter Henry Keeps Schools Islands &

Latt 11.30 Dist 15 E

(Scotts Island) Cow with Henry Hedgebeth Course NE & E from Course
Hedgebeth) in 2 on Mid Henry Keeps Latter Part Lagoon
Cow) Nothing in Sight Inward Ends Course

Latt 11.40 Dist 30 E

Journal of Courses & Distances

(Monday) Course as this day Steered at 6 pm from Blackfish Island at 6 pm Kept off N W and Steered Northerly Course with a light breeze (Tuesday) Latter the same nothing in sight but fair weather

Latt Noon 54 Long 80 W

(Wednesday) Course as this day Steered N W and Steered Course with a light breeze (Thursday) Steered the same Course and had fair weather Course as this day Steered N W and Steered Course with a light breeze (Friday) Steered Course as this day Steered N W and Steered Course with a light breeze

Latt 903 Long 81 40

(Saturday) Course as this day Steered N W and Steered Course with a light breeze (Sunday) at 6 pm saw Land bearing N W by W distance 10 Leagues (Monday) Steered Course as this day Steered N W and Steered Course with a light breeze (Tuesday) Latter part saw Land bearing N W by W distance 10 Leagues

Latt 756 Long 81 45

(Wednesday) Course as this day Steered N W and Steered Course with a light breeze (Thursday) Steered Course as this day Steered N W and Steered Course with a light breeze (Friday) Steered Course as this day Steered N W and Steered Course with a light breeze (Saturday) Latter part saw Land bearing N W by W distance 10 Leagues (Sunday) Steered Course as this day Steered N W and Steered Course with a light breeze (Monday) Latter part saw Land bearing N W by W distance 10 Leagues (Tuesday) with out success made no Observation this Day

Latt 646 Long 82 20

(Wednesday) Course as this day Steered N W and Steered Course with a light breeze (Thursday) Steered Course as this day Steered N W and Steered Course with a light breeze (Friday) Steered Course as this day Steered N W and Steered Course with a light breeze (Saturday) Latter part saw Land bearing N W by W distance 10 Leagues (Sunday) Steered Course as this day Steered N W and Steered Course with a light breeze (Monday) Latter part saw Land bearing N W by W distance 10 Leagues (Tuesday) Steered Course as this day Steered N W and Steered Course with a light breeze (Wednesday) Latter part saw Land bearing N W by W distance 10 Leagues (Thursday) with out success made no Observation this Day

Latt 639 Long 82 56

(Friday) Course as this day Steered N W and Steered Course with a light breeze (Saturday) Steered Course as this day Steered N W and Steered Course with a light breeze (Sunday) Latter part saw Land bearing N W by W distance 10 Leagues (Monday) Steered Course as this day Steered N W and Steered Course with a light breeze (Tuesday) Latter part saw Land bearing N W by W distance 10 Leagues (Wednesday) with out success made no Observation this Day

Latt 633 Long 83 10

(Saturday) Course as this day Steered N W and Steered Course with a light breeze (Sunday) Steered Course as this day Steered N W and Steered Course with a light breeze (Monday) Latter part saw Land bearing N W by W distance 10 Leagues (Tuesday) Steered Course as this day Steered N W and Steered Course with a light breeze (Wednesday) Latter part saw Land bearing N W by W distance 10 Leagues (Thursday) with out success made no Observation this Day

Latt 633 Long 83 10

Sept 6th Began Discharging at Westport

(Saturday) Comm: with boys off coal as at 8 pm last
(Sept 7th) returned with 30 Tons Small Coals and Loading 40 Tons
(Sunday) returned again Loading as before Coals as Stowed
to be opened upon first opportunity with Comm at 8 pm
Last returned Stood off for the night Hail Lightning
Latter part Down & Heavy Squalls Towards Land
and Harbour Mouth Much Sea Running Comm
did not Load on Boys Enough to get six Coals down
at Barrels Came on board this Day Loading as

(Monday) Comm: with four boys at 8 pm Down Heavy Squalls
(Sept 8th) and Constant Rain Comm on Hail Sand Latter Part
(Sunday) Light Variable Winds Constant Rain Loading as

(Tuesday) Comm: with Strong Gales Hail Boys off Comm on Loading
(Sept 9th) for the Night Hail pm Latter Part Strong Gales

(Wednesday) Comm: with Loading off and on at 8 pm Captain and
(Sept 10th) Coal Mens Came on board Made Sail Steering for
Westport Remainder Here in Company Hail Strong Gales
Latter Part Came bound in for Anchor Water Found to Be
in Galloway

(Thursday) Comm: with Strong Gales at 4 pm Discovered a
(Sept 11th) Ship under Sail Stood for Westport at 5 pm Hail Comm
to Anchor in 5 Fathoms Water at the Light
Comp: Left in Company with Anchor at 8 pm Got under
way for the Anchorage at 11 Came to Anchor
in 7 Fathoms Water Latter Part Williams
Lee and Here at Anchor

Record towards the Geological Survey

(Tuesday) Cam' with fair weather & a fresh gale at E. & E.N.E. Employed getting the Boat ready to take to sea & at 4 P.M. (May 24th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (May 25th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (May 26th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (May 27th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (May 28th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (May 29th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (May 30th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (May 31st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 1st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 2nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 3rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 4th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 5th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 6th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 7th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 8th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 9th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 10th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 11th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 12th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 13th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 14th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 15th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 16th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 17th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 18th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 19th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 20th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 21st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 22nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 23rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 24th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 25th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 26th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 27th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 28th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 29th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (June 30th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 1st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 2nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 3rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 4th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 5th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 6th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 7th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 8th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 9th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 10th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 11th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 12th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 13th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 14th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 15th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 16th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 17th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 18th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 19th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 20th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 21st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 22nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 23rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 24th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 25th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 26th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 27th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 28th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 29th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 30th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (July 31st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 1st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 2nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 3rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 4th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 5th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 6th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 7th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 8th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 9th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 10th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 11th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 12th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 13th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 14th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 15th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 16th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 17th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 18th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 19th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 20th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 21st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 22nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 23rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 24th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 25th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 26th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 27th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 28th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 29th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 30th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (August 31st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 1st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 2nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 3rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 4th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 5th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 6th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 7th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 8th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 9th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 10th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 11th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 12th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 13th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 14th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 15th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 16th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 17th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 18th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 19th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 20th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 21st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 22nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 23rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 24th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 25th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 26th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 27th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 28th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 29th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (September 30th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 1st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 2nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 3rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 4th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 5th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 6th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 7th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 8th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 9th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 10th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 11th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 12th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 13th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 14th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 15th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 16th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 17th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 18th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 19th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 20th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Friday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 21st) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Saturday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 22nd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Sunday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 23rd) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Monday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 24th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Tuesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 25th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Wednesday) Cam' with light airs & fine weather. Employed getting off the remainder of the Provisions & Stores from the Ship & at 4 P.M. (October 26th) began steering. Came to anchor in the Inner Harbour at 8 P.M. & employed getting off the Provisions &c.

(Thursday) Cam' with light airs & fine weather. Employed getting

Lagg of Lagoon Government of Westport

(Sunday) Com' with light airs Calms & thunderstorms
(Monday) this light airs at daylight Saw a Ship at daylight Saw a
(May 8th) Canoes then Lost

Lat 2 10 Long 36.54

(Tuesday) Com' with light airs Calms & fine Weather this
(Wednesday) Morning Observed the Sun to the Westward
Westport Lost

Lat Long

(Wednesday) Com' with light airs at 8 past 9 Saw Head of
(Thursday) Islands Observed Southward Steered the Same
Westerly Course Kept one Watch then to the Ship at 8 past
Set the Canoes this Morning Lattitude
Confirmed in Mincing this Day
Lat 1.05

(Thursday) Com' with light airs Shallow in Sight at
(Friday) Noon this part Made low Land at daylight
Several Small Islands about 4 Miles off we Could get
by the inland Steering in from it Immediately
Saw Charles island this Day
Lat

(Friday) Com with light breezes at 8 past Charles island
(Saturday) Distant 10 Miles Steered to the Northward Saw
Saw no Ship Sent Boat Trading Canoes at 9 past Left to the
N South head in Sight and one Sail this Day

(Saturday) Com' with light airs at 8 past Noon Passed
Islands) Islands & Harbour Sent Canoes Saw Saw
Some Sail Sent Canoes Kept one Watch Steering
heading to the Eastward this Day

[illegible] Sea with heavy large Waves breaking to the East
[illegible] clear weather and Saw at 2 Leagues distance
[illegible] Ship steering South but could not
[illegible] at daylight 2 Sail in Sight and South Head E by
[illegible]

[illegible] Sea with light airs at 8 AM Saw a Sail bearing
[illegible] Head E by S at 10 Saw the Ship
[illegible] in getting out Sails Saw Porter in Sight SE by E

[illegible] Sea with Moderate weather Wind as last at 8 AM
[illegible] Weather Moderate and Clear at 8 AM Saw
[illegible] Clear and Light at 9 Saw Large Ships
[illegible] Ship Ann Swain Nicholson Duty from Hull

[illegible] Sea with Heavy large Waves at 8 AM the Wind
[illegible] Weather Moderate and Cloudy at Noon
[illegible] at 8 AM Saw a Sail and at 10 Saw a Sail
in Sight Ships Endeavour Ann Swain and Duty

[illegible] with Heavy Squalls at 8 AM Saw a Sail
[illegible] Weather Moderate and Clear at Noon
[illegible] at 8 AM Saw a Sail and at 10 Saw a Sail in Sight

[illegible] with light Airs Variable at 8 AM Saw a Sail
Bearing E by S at 9 Saw Ships Bearing as
[illegible] Wind Variable Weather Clear
[illegible]
Saw a Sail in the South East Quarter
Standish Bound to Hull

Log of Voyage Continued to the

(Sunday) and with Many Light Airs Variable
(Monday) Course to the So ward Light Airs
(Tuesday) & so Course Under all Sail at 3 Knots an Hour
Set a Light Sail nothing at 12 Clock of Set Sail
Sail be made be Discovered made Sail Head Sail
on Shore Ship working to Windward at 9 Clock
Course as Before with a Fresh Breeze Sail
Many & the Latitude as Coming Shore

(Wednesday) and with Light Airs Many Large at 4 Pm Heard
Guns Distress Colours of the Land the other Boyes in Sight
Same Time) Sail and Latitude Light Airs Boat in Sight

(Thursday) and with Light Airs Sail the Same Many
Days Run) & Latter Part Cloudy and Latitude in Sight
Observed) Steering as Yesterday

(Friday) and with Light Airs Many Large at 1 Pm Saw Many
Sail Observed) Latitude Sail Course as Yesterday

(Saturday) and with Fine Weather Light Airs Variable at 1 Pm
Observed) observed Latitude Course as Before Steered
Same Time) Sail Course South & by East Saw Many Sail
Ships Sail Course Steered as Before Many Large
Ships Sail Course

(Sunday) and with Fine Weather Light Airs at 1 Pm
Observed) observed Latitude Course as Before Steered
Same Time) Sail Course South & by East Saw Many Sail
Ships Sail Course Steered as Before Many Large
Ships Sail Course

Sail Made

Found Monday Morning Dead

(Tuesday) Came with three days Provisions Left Monday Morning
(Tuesday) Morning Left the Same day
(Wednesday) Left 1.37.3 Lat 96.17

(Wednesday) Came with Strong Gales Westerly Left Monday
(Tuesday) this day Moderate and Clear Lat by Obs
Same by Dead Reckoning Left Monday Morning
Pinnacles in sight-this End Three Months from
Salcahuano and Left it with a Fleet of
a Sperm whale & Man about all the time
Left 2.37 Lat

(Thursday) Came with Moderate Gales Westerly
Wednesday) Left Monday Morning
Same Left this Morning
Left 2.15 99.02

(Friday) Came with fine weather Strong Gales
Thursday) Left Monday Morning
Same Left this Morning
Left 2.54 Lat 99.46

(Saturday) Came with Fine Weather and Strong Gales
(Friday) Left Monday Morning
Same Left this Morning
Left Pinnacles in sight
Left 3.03 Lat 100.13

[illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [

Log of Voyage from [illegible] to [illegible]

(Sunday 6th) Cast off with fresh northerly winds and fine weather at 2 pm left the [illegible] in company and steered NE by E with the wind at SW at 6 pm [illegible] Lat 49.00 Long 2.00

(Monday 7th) Cast off with strong winds and foggy at 3 pm in sight of [illegible] at 4 pm wore ship heading to the westward at 5 pm wore ship [illegible] at 8 pm [illegible] Lat 49.00 Long 2.00

(Tuesday 8th) Cast off with fresh northerly winds ship under double reefs [illegible] at 4 pm wore ship heading to the NW at 6 pm [illegible] Lat 49.00 Long 2.00

(Wednesday 9th) Cast off with strong winds at 5 pm [illegible] of Scilly bore NE by E 5 leagues [illegible] Lat 49.00 Long 2.00

(Thursday 10th) Cast off with strong winds at 2 pm wore ship [illegible] at 4 pm [illegible] in sight at 6 pm [illegible] Lat 49.00 Long 2.00

(Friday 11th) Cast off with fine weather nothing in sight but [illegible] at 4 pm [illegible] Lat 49.00 Long 2.00

On the Great Ground

(Sunday) and with charity & heard Lightning about early
(Saturday) quick so by get within the fathom should sound
(July 24th) not got on ground then use come on board
& Latter Light airs nothing in sight

Left 151.42

(Monday) come with light airs Variable in evening hazy most
(Sunday) latter one sail in sight Hws Dw

Left 19.16 Left 20.16

(Tuesday) Come with fresh weather one sail in sight most probable
(Wednesday) at 6 pm Latt Observed Variation Compass Mean
(July 27th) by the mark Azimuth Compass bearing

(Thursday) Come with Variable Light airs & Calm
(Friday) Sounded in 30 fathom Sandy bottom
(July 28th) Sent Active in sight Hws Dw

Left

(Saturday) Come with fine weather Nothing in sight Latitude
(Sunday) Observed & so fm. Sent Mate & the South Point
(July 29th) Sent Active in sight Hws Dw

Left 151.42

(Monday) Come with Light breezes & Variable Calms
(Tuesday) Latter Part Moderate & Cloudy Hazy
(July 30th) at Variation Observed Mate &

(Thursday) Come with Light airs nothing in sight Latitude
(July 31st) by the Mark Azimuth Compass bearing
and no Soundings Gained in Consequence

Left 20.16

Saturday) Ship heading to the N.E. Wind Strong Breze and fine
Latt 18.47 91.05

Sunday) Ship heading to the South and Sail in sight at 6 P.M.
Latt 14.05 91.04

Monday) Ship heading to the S.E. Wind Strong Breze and fine
Latt 12.40 90.26

Tuesday) Ship heading to the South at 8 P.M. Saw a Sail in Sight N.E. Wind Strong Breze Latter Part Rainy at Midnight
Sail in Sight

Wednesday) Ship heading to the S.E. Wind Strong Breze and Rainy
Latt 11.00 90.00

Thursday) Ship heading to the S.E. Wind Strong Breze and Rainy
Latt 10.00 89.50

Friday) Ship heading to the S.E. Wind Strong Breze and Rainy
Latt 9.00 89.40

Crossing On The Archer Grounds

(1911) Cross with light airs and heavy Squalls West Course
Steered at 2 pm light airs & Variable Calms
Sounding 31 fms Sandy bottom Shoal Water
Sent Boat to Wreck but no water Sent away
for the Invalids

1911

(1911) Cross with fine Weather at 2 pm Sent on board the
Invalids and Received Sundry Articles Sent the Invalids away
in the Boat Employed on Board as Usual at 8 pm Received
Boat with Invalids Sent Boat away with Articles
I Should have Stated that Messrs Hall Aitken and
Mr Mate Began and Continued Read the Charter
all day Sent the Wrecker cutting at 2 pm Latter
Part Heading to the South Sent Boat away to Visit
for the Invalids at 8 Light Airs & Fine Weather
the Captain Wanted to trace his down Away Last Evening

(1911) Cross with light airs Hazy Heading to the Southward
Course) on Night and on Watch Moderate and Hazy Wind
Headed 4th Hazy Heading to the North Thos Eno

(1911) Cross with Strong Squalls Hazy on Night the Mate
Course) Heavy Squalls Hazy Wind to the Northward
Course) on Watch Moderate Squalls and Hazy Weather
I Split in Night Thos Eno

Cautions on the Cedar Grove

(Cedar) Cedar Grove with Many Islands & Reefs in Lyle's
(Lyle's Reef) Reef Bay from the Northward & Eastward
Lat 18:20 Lat 92 W

(Middle) Cedar Grove with Many Islands & Reefs Middle Reef
(Long Reef) Virginia Bay Sandy Cove Sand and Rocky Ridges
6 Fathoms in Depth 100 Yards
Lat 19:16

(Middle) Cedar with Ridges Weather Reef or Without to the
(Reef) Westward Lyle's Reef Reef Bay Sandy in Sight
Lat 18:48 91.37

(Middle) Cedar with Ridges Weather 4 Fathoms in Depth Rocky
Reef) Nothing but Sunken Sand Rocks Near Shore
Lat

(Middle) Cedar with Many Sunken Ridges Nothing in Sight but
Reef) Reef Bay Sand and Rocky Ridges Weather Reef Lat
Lat 18:56 Lat 91.34

(Middle) Cedar with Many Sunken Ridges 7 Feet in Depth Sand
Reef) Stony breeze Little Anse Northerly 4 Feet in Depth Lat

(Middle) Cedar with Northerly breeze 4 Feet in Depth Sand
Reef) and Rocky Ridges nothing in Sight

Cedars Cedar with Rocky Reef Reefs Weather Reef in Depth
Grove Reef Sand and Rocky Ridges in Depth Lat
Lat 18

(Upper) Cedar with Cedars and Rocky Reefs in Depth
Reef) 4 Feet Sand Rocky Ridges Lat
Lat 18 Current East one Foot in Depth Lat

Lat 18 Lat

Lat 18-27 Dep 0.1

Lat 18-27 Dep 0.1

Lat 13.45 Dep 0.12

Lat 12.17 Lat 27

Lat

Dep

Lat

Thursday Case The Hallow Gleaner

(Wednesday) cont with very fair & the wind heading E
(Sept 6th) this fore part & the rest moderate & clear
(Sept 7th) that Said latter two hours employed in getting out
water Bread and flour this Day

Latt 11.41 Long 30

(Thursday) cont with strong wind and thick weather cont
(Sept 8th) employed at 8 pm two white mullet & Shark off at 8 pm.
(Sept 8th) Saw 2 Sperm whales going to windward could
not send for them could not Do them to close at
7 pm came on board Boats employed hoisting
in & stowing the Sperm whales going SE Wind Light
winds & fair Steering Moderate Sometimes Head at Starboard
the whales thick weather cont Do a Spout 1 Whales this Day

(Friday) cont with light-breeze but clear weather at 6 pm
(Sept 9th) took in Sight Sails Ship & the wind heading W E
(Sept 9th) Do cont latter thick weather nothing in Sight D. D.

Latt 11 25 " 90 en

(Saturday) cont with thick weather nothing in Sight - Ship heading
(Sept 10th) to S E Mid part till 10 am thick clear weather
(Sept 10th) & moderate Employed in dicing a little painting

Latt 11.40

(Sunday) cont with thick weather Sailed in Sight - at night
(Sept 11th) took in Sail - Sails Ship heading to the North this
8th) thick weather latter th - Some Porpus Boat steer Sick

Do Dutto

(Monday) cont with thick weather nothing in Sight - Ship heading
(Sept 12th) to the South under Short Sail Strong Gales -

thick weather nothing in Sight at Moderate

Kept all hands this Day

Log of Bayne Steamer of Westport

(Sept 8th) (Sunday) Cast with light breeze and quite clear course run at 6 pm headed to the main to the N E Wind and latter thick weather (September) employed in shifting Deck part on the Starboard side this Day

Latt 10.49

(Sept 9th) (Monday) Cast with light winds and fine clear Ship heading to the N E all Sail set Wind part rainy latter clear 3 Sailboats Ahead of Ship at 11th Porpoises and Grampus in Sight this day this Day

Latt - 9.49 Lon 13

(Sept 10th) (Tuesday) Cast with Strong whole Sail breeze Ship heading to N E all Sail out — nothing in Sight — Wind Strong winds with rain (September 12) Latter Strong wind with thick weather nothing in Sight this Day

Latt Passes off Duty Pokeunoke

(Sept 13th) (Wednesday) Cast with thick weather Ship heading to the N E nothing in Sight at 5 pm more Ship and double reefed Middle part heavy weather took in Sail and Steam latter part the same at Meridian more Ship to the N E this Day

Latt 9.19 Passes off Duty

(Sept 14th) (Thursday) Cast with thick weather part Strong winds 3 Sailboats in Sight — Ship under double reefs and fore course Middle more moderate latter employed in Painting this Day plenty of Sailboats

(Sept 15th) (Friday) Cast with Moderate breeze Employed in painting Ship 4 Sailboats in Sight Wind thick weather latter part (September 16th) more clear Employed in Painting Ship, which this D

(Sept 17th) (Saturday) Cast with thick weather 3 Sailboats in Sight part Steamer met Pilots at 4 pm finished painting at 6 pm (September 18th) hove in Sight Ship heading to the N E latter Middle the same nothing in Sight to record

Journal from the Coast of Peru

(Tuesday 7th) Cont with thick weather and squalls of wind at 5 pm more Wt & the 3rd fair weather Saw Whidbey Island Humphreys going quick but lower sail then Mean afraid to repeat them Lat 6.34 Lon 2.34

(Wednesday 8th) Cont with fair clear weather Employed in repairing Sails at 1 pm saw Whidbey Island Humphreys under Mizen Topsail Reefed Light airs Little Sail Down Spread to repair the Blacksail Lower Shrouds and rattlings

(Thursday 9th) Cont with Reefing Spread Down Blacksail going quick Reefed without success Came on board Humphreys going quick to windward Reefed in Chase Called out Came up with them Came on board at 6 pm Took in Light Sails Employed in Shifting Blacksail Lower Studding Sail Boom Called Boys Employed Reefing Topsail Lower Studding Sail Boom Lat 5.35 Lon 2.20

(Friday 10th) Cont with Calms and Light airs Saw Blackfish Reefed without Success Came on board took in Boats Employed Mending in Shore Sails Dist 12 Miles Yesterday at Sunset was Wt Shortened Sail Reefing off Shore Light airs Latter Calms Employed in Setting up Shrouds Shifted the Captains Cot Carried Wt Reefing in Shore Sails Light

(Saturday 11th) Cont with Light Airs Setting up Shrouds for Mizen at 3 pm Reefed off Shore Sail Light airs Latter Employed in Setting up Shrouds at Mizen Topsail Shrouds Wt Mizen in Towers Spritsail Yard

(Sunday 12th) Cont with Light airs Carpenter on Shore at 1 pm for Recruits and Letters Middling Latter Light Airs Carpenter not yet on Board Sent Boat going in for him Captain

boy & Barque Greyhound of Whitby

Sept 10) Com' with taying off Mr Dyer Second
Thursday) Officer went in with the boat after the Capt
Sept 11th) Captain ordered him to be by the boat Shortly
3 hours passed by all the time boating for him
at last sent the Captain of the Sorts down who
found him by them Grossly insulted the Capt
being somewhat in liquor wanted his discharge
the Captain told him that he was going down to the
boat he would not be wanted his discharge then
they both went to the Consuls the Consul would
not discharge him with an order for his voyage
the Captain says you hear Mr Dyer what the Consul
says then said he i dont care a damn i aint
going on board that barque again then then
the Captain says to the Consul what shall i do in
in this case he refuses to go on board then says
the Consul you must call him a Deserter
Capt and left the Office come on board Made
Sail for Sunderland for need not water & says
that Man is a disgrace to the world
Must Just Immediate
Letts Just Complyed in getting anchor off the be

Sept 12th, Com' with Moderate breeze at 6 P.M. came to
Friday) anchor in Sunderland in 6 fathoms water Pilot
Sept 13th 1844) the South of Sunderland Point Middle of the road
Inspecting to go in and Cut tomorrow at
Daylight Made Sail Stood nigher in at 11 came
in 3 fathoms water Sent in a boat & Pilot
Jumd a boat load of Dirt-men took it
in heard at Sheriff in got a little Man
getting very rugged at 4 P.M. came on board got
water up for Sunderland Hove at 5 P.M. came
to anchor in 3 1/2 fathoms water with Port Sea
chain this 6 Days Account

Saying Att Anchor At Burnt

Comes Saturday September 15) Cons with clearing heavy
on getting left on shore at 6 pm got off the rocks and
took it in Shic rain this Eve

Comes) Cons with rain with Wind clear late Sea
mic 20th) Hus Eve

Comes Mon 17) Cons with Sterling water and steering Sloop
at 7 sent in a Yaft - Shic steering and Sterling
water at Sunsown got of yaft took it in this Eve

Comes Tuesday 18) Cons with sterling water steering sloop and
taking in wood and other things &c Eve

Comes Wednesday 19) Cons with taking Blackfish alive on Hook
and getting in wood and painting sloop at 4 pm sent in our boat
to cut wood at 6 pm returned with half a load &c

Comes Thursday 20) Cons with painting at 7 am sent on shore
on shore for 3 days at 6 pm watch painting taking in wood and Water

Comes (Clocks fast) Cons with Wood and water all day &c

Sat (Clocks 1 am) Still Wooding and watering one other Part clear
weather fine the 24 at 7 pm the other watch returned
one Man absconded bill Edmund Jones &c Eve

Sunday (Clocks 21st) Cons with fine weather sent the other watch on
shore for 3 days Liberty this Eve

Mon (Clocks 22nd) Cons with painting ship other Jobs &c Eve

Tuesday (Clocks 23rd) Cons with one watch Employ cleaning
at 6 pm watch returned with the Boats of three Men
George Bennet Harry Bowen and a Spaniard

Sept 6th Came Quebec Cape Tourmente

Sept 7th Came with Letting Anchor till in Here we
Mon (Sept 8th) this Day in Afternoon Hove

Sept 9th Came with Letting in a Boat left of water this day
Thurs (Sept 10th) Shifted the Jumbeze Spaniards this Day

Sept 11th Came with Clearing up Decks getting ready for Sea at 5
Friday) hove in with of water this day Discharg Pilot
(Sept 12th) Gonzala by Mutual Consent he being Sick with the
Pilot Mariner Leave off Duty one Month this Day

Sept 13th Came with getting ready for Sea this day Pilot (Name Alex
Saturday) his boatswain Mr Williams as Second Mate and
(Sept 14th) Daniel Simons boatsteerer as third Mate
Agreed for a Crew another boatsteerer Name Clark from
out of the Fleet with this Day Credit him

Sept 15th Came with fine weather all ready for Sea waiting for
(Sept 16th) the Pilot to turn at 5 from got under way in
Sunday 17th) Company with four Ships Dutch first working Ship
off there at daylight about eight Ships Ensign
etc in Sight another at 9 am Pinnace Fleet waited for
Pilot 2 Ships Last Ship 48

Sept 18th Came with fine breeze Ship heading to the South
Monday) Meridian latitude Ship heading as the breeze
(Sept 19th) Thermometer in Night at 9 am Left off as one
watch Boatsteerer Stevens setting boats

Sept 20th Came with strong breeze Course as in watch setting
Tuesday) boats at 6 am Pinnace to the Ship with
(Sept 21st) Pilot Sails heading west at 9 am Left off as
at 10 am Ships in Sight as watch Employed
Variously this Day

[illegible] Fishers

(October) Cast with strong breeze & fine at 6 P.M. hauled to the Eastward & Stood in Shore with the Land in sight at 8 P.M. Tacked & Stood to the Eastward at 12 Midnight more light & the wind veered to the Same nothing in Sight this Day

Lat [illegible] Obs'd [illegible] 84 at 2

(October) Cast with strong breeze & fine weather (Wednesday) wind at S.W. we Tacked in Sight Stood (October 4th) and Latter strong winds & Clear Weather hauled to the Lat [illegible] Obs'd [illegible]

(October) Cast with strong breeze & fine Weather (Friday) Sails and Course heading as Wind and Latter strong (October 6th) winds Tacked in Sight this Day

135 [illegible]

(October) Cast with strong breeze & fine Weather (Saturday) Sails hauled to the wind to the South Stood (October 7th) strong winds Latter Some Course as this Day

Lat [illegible] Obs'd [illegible] 87.19 a

(October) Cast with strong breeze & fine weather (Sunday) Employed in Setting up Main Rigging Scrubbed Sails (October 8th) at 4 P.M. hauled to the wind at 8 P.M. Past off & on Wind the Same Latter Caught a Porpoise this Day

Lat 2.09 a 89.54

(October) Cast with strong breeze & fine weather (Monday) the wind to Northward at 4 P.M. Tacked & Stood (October 9th) E by S & S Sail Lat Latter strong breeze Tacking in Sight & Stood E by S & S this Day

(October) Cast with strong breeze & fine weather (Tuesday) Stood to the S & W hauled Close Land and Latter the Same this Day (October 10th)

Lat 2.54 a 86.15

Log of Barque Greenland of Hull

Sat 3rd
(Sunday 4th) Com' with light airs Hff heading S.S.E. close hauled
(Monday 5th) Wind light airs at 10 am saw land on
(Tuesday 6th) which proved to be Aberdeen Shore the nearest p
which put towards and kept off shore the

Sun 4th
(Monday 5th) Com' with both sheets aboard at 8 pm wind
(Tuesday 6th) boat struck at 8 1/2 pm boatsteer and Steer
(Wednesday 7th) boat struck at 4 pm got one whale along s
at 4 1/2 pm got one more at 5 1/2 pm both the
other along side cut got both off heading S
Wind light setting for calling at 6 am hoisted an
at 9 am got in two and hoisted on the deck of
other Ends in calling off both the Ends

Mon 5th
(Tuesday 6th) Com' with calling in the bodies at 1 pm got it in a
(Wednesday 7th) began to clear away hawsers at 6 pm washed off an
(Thursday 8th) 7 Started the works Hff heading to the Wind an
cut both light airs Ends in boiling the fo
Latt 45 Lon 27 84 on an

Tues 6th
(Wednesday 7th) Com' with fine weather Still boiling Hff heading
(Thursday 8th) to the S.S.E all sail set - fine strong breezes at
(Friday 9th) 4 am more Hff heading as 8 at Meridian fine
boiling Sun Sets
Latt 42 Lon 3 84 on

Wed 7th
(Thursday 8th) Com' with strong breeze nothing in sight - at
(Friday 9th) 8 pm tacked Hff heading E at 8 am tacked
(Saturday 10th) Hff as 8 after the same nothing in sight the En
Latt 54 Lon 3 Lat 84 52

Thurs 8th
(Friday 9th) Com' with light winds Hff heading as 8 at
(Saturday 10th) Mid set - Wind the same at the light - Sun
(Sunday 11th) Moderate set Hff Latt repairing Ply Sail &c

Latt - Lon 3 Lat 84

(Wednesday) Cou' with fine weather at 3 pm saw the Land
(October 26th) to the S.W. at 6 pm it bore S.W. by W. 6 leagues
(1814) distant at 8 pm it bore S.W. by W. 8 leagues
distant at Meridian saw the Land
bore S.W. by W. 8 leagues at 4 pm
Land in sight bearing S.W. to the E.
at 8 pm Cou' with fine weather
(Thursday) Ground Line on the Starboard Side of
(October 27th) the Ocean at 8 pm took in
one reef Sounded it bottom and saw Cape
States Lake at 6 pm Charles Island in sight distt
10 Miles bearing N.W. by N. Steering S.W. by W.
Light Airs in Shift Just Saying off shore
Clock at 7 pm took out 2 Reefs Sounded in 60 fm
found them good two Candlemas Hour &c.

(Friday) Cou' with Heavy Rain at 2 pm finish'd ebb
(October 28th) and began to flow set the Boat at 6 pm finish'd
marked off the Land at 7 pm took in Light Sails
Steering to the South Charles Island in Sight bearing N.W.
Most Light airs Later part Blackish Appearance
and finish'd in Light Ground Swell &c.

(Saturday) Cou' with fine weather at 2 pm saw a Humpback whale
(October 29th) going to windward Several Boats out Fishing
at 4 pm Charles Island in Sight Most part Light airs
Latter part Squally & Rainy at 8 pm in sight
Abm Ends South Head distt 1 Mile one Sail in Sight

(Sunday) Cou' with Light airs at 2 pm Steering Course South
(October 30th) in Light Sail at 5 pm Hood Island extended
as much from East to West Steering
Clock at 12 Light Airs & Clear Part Steering
Latter the same at Meridian North Head distt 6
Miles Catchelot in Sight &c.

Day Of Voyage Remarks Of Weather

(a a)
Saturday) Cont with light airs & fine Weather for Blackfish
Sept 6th) without success Wind first Part Light & Variable
(at 6 a.m.) light airs Rock Dundee in sight the Ens

(a a
Sunday) Cont with light airs & Calms in sight at night
Sept 7th) Fine Vogue active from Santa Cleen Wind
(at 6 a.m.) fresh Breezes & Clear Weather
First Dundee Dist 2 Miles Latter Calms & Rain in sight
this End these 24 hours

(a a
Monday) Cont with Calms Plenty of Porpoises in sight
Sept 8th) and 4 Sails in sight Wind Veering to Eastward
(at 6 a.m.) Employed in Pearling boats this End
Dundee 5 Sails in sight all Hungry

(a a
Tuesday) Cont with light airs & Calms in sight Wind Light
Sept 9th) Variable at 6 a.m. Dundee in sight

(a a
Wednesday) Cont with light Breeze Ship heading E & S 4 Sails
Sept 10th) in sight at 4 p.m. Anchored in Port Oyster Mark
(at 6 a.m.) bearing S.E. Wind calms at daylight Dundee
Veered in sight 8 Ships this End

(a a
Thursday) Cont with light Breeze Ship by Steamer Ker
Sept 11th) Franklin in sight Wind Strong Breeze Latter
(at 6 a.m.) the Same Part Employed in sight 6 Sail

(a a
Friday) Cont with fine weather at night Calm
Sept 12th) Vogue Employed as Yesterday Same Ships
(at 6 a.m.) Boats & Vessels in sight this End

1 H 1.03

Saturday Off Gallaspoint Mem

(Wind S) Fine with Many Boats out fishing
(Barom 30) Shifted to light Airs from Eastward
(Thermo 70) At Noon Light Airs, Moderate & Fair

Latt 36 Nils N

(Wind S) Fine with Many Boats Out fishing
(Barom 30) Employed Middle part Gallaspoint
(Thermo 70) Pinnaces & Boats Employed as Yesterday

Latt 36 Nils N SG 53

(Wind S) Fine with Many Boats out fishing
(Barom 30) Employed Light Airs & Calms Many Boats
(Thermo 70) at Gallaspoint Some Boats Going & Coming

Latt 35 Nils N

(Wind S) Fine with Many Boats out fishing
(Barom 30) Employed as Yesterday
(Thermo 70) At 8 Am Sent Boat to Gallaspoint

Latt 35 Nils N

(Wind S) Fine with Fair weather at 6 pm South St of Charlton
(Barom 30) Island & 8 Leagues Dist Shore Bore Latter
(Thermo 70) Noon Saw Charlton Island in Sight at 9 pm Left off
in for Gallaspoint at 10 Came out Boat Then to
Sea after Pinnaces Ran Ene with Light Airs

(Wind S) Fine with Running for Barrington Island at 4 pm Sent
(Barom 30) in a Boat to Sound found 12 Fathom water on the Shoal
(Thermo 70) Lide at 6 pm Anchored Half an 15 Fathom Left Latter
Close on S side Said Boat getting ready for Sounding
at daylight Sent in Boat with 16 Men at 10 a
Strong Breze Veer Steered abreast Face of Island Sent
with 8 Men on board Ships Ens

(Wind S) Fine with one Boat Coming off with 5 Hogsheads
(Barom 30) at 3 pm the other Boat Came off with the
(Thermo 70) Second Place for Hogsheads to Gallaspoint and Stark
Mast Boat waiting Ship to unmoor at 4 pm
Left off Sea & for Barrington Sound Ships E

Sunday 6th January Westward of Start Point

Saturday 5th Course with strong breezes and squally weather with rain
Sunday 6th and cloudy throughout course as before at 4 pm
Monday 7th hove to with main sail shortened in the second
reef and storm sail set on the fore mast at daylight
Came to anchor in 7 fathoms water with 90 fathoms cable
in Salcombe Harbour

Tuesday 8th Course with strong breezes and squally weather at 5 pm
Wednesday 9th hove to with storm sail set on the fore mast at daylight
the other sails being split and blown away
11 Anchor on a mile & ½ chain

Thursday 10th Course with lightning at 2 pm calmer with rain at 5 pm
Friday 11th Saltash to Bridgewater Bridge gave it up in
Saturday 12th the morning going after wood and ballast sent
in two boats for wood at Bridgewater returned to

Sunday 13th Course with strong breezes at 2 pm got under way
Monday 14th at 5 pm got under steam at 6 pm turned
Tuesday 15th to the wind under low topsails and fore sail
at daylight made sail steering Southerly
in steering Southward and Eastward in sight of

Wednesday 16th Course with strong breezes and squally weather at 5
Thursday 17th pm the Skipper latter part very sick pm Course
Friday 18th steered for Ilfracombe proved to be Lundy Island
See the whole Course on board Shortened sail
under Main Trysail reefed at daylight
breezes moderated to the Lundy Isles Course Steered
till 4 pm

Saturday 19th Course with Rainy Westerly wind Hove to
Sunday 20th to the Southward passing Lundy Island in sight
Monday 21st until one bells Forenoon Passed in sight
pm Lundy Island Hove to
Steamed

Tuesday 22nd

Monday Oct 1st Yellowstone River

(Tuesday 2nd) Left camp with fair weather nothing in sight
(Wednesday 3rd) but Indians at noon left the Yellowstone
(Thursday 4th) Arms the Creek of Timber in sight this P.M.
Left

(Friday 5th) Left camp with light airs and calm 3 Bears in sight on
(Saturday 6th) the Bank this calm Left light airs and variable
Nothing in sight but one Bear

(Sunday 7th) Left with light airs and calm at 5 pm Struck Big
(Monday 8th) Timber of considerable Size Many large Mississippi
heading East at noon Left of 26 at 4 pm in the
Timber Struck at Sunrise Deer Killed this day

(Tuesday 9th) Left camp with light airs at 2 pm Saw a Band of Elk
(Wednesday 10th) number one hundred Saw Deer Bears Buffalo
Wolves &c but Struck Game started Bears took off
On the Island to the Northward saw Elk
at dusk passed them as could not get at it to
Camp on board Went Ashore Saw Deer

(Thursday 11th) Left camp with Light airs we Saw in sight
(Friday 12th) one Elk Buffalo &c Saw Deer Bears
to the N.E. Left Nothing in Sight this day

(Saturday 13th) Left camp with fair Breeze Passed Several
Islands at 5 pm saw Elk to the Northward off Mouth
(Sunday 14th) Big Horn River pm Saw Bears Beaver
to be nothing Else Passed Otter in Sight

(Monday 15th) Left camp with Light airs we in sight Several
(Tuesday 16th) Bears Elk Buffalo Deer Passed Islands
to the Northward Otter and with Beaver in
Sight this P.

Log of Voyage Continued from Melbourne

Saturday 26th Commences with fine weather & Hands employed Bending Sails & Unbending Ice Anchors & Cables in sight Mt Hearing N.E. by E. 1/2 E. 8 or 9 leagues Distant Strong breezes & Clear Weather

Sunday 27th Commences with fine weather & Hands employed Bending Sails & Unbending Ice Anchors & Cables in sight Mt Hearing N.E. by E. 1/2 E. 8 or 9 leagues Distant Strong breezes & Clear Weather

Monday 28th Commences with Cloudy weather & Strong breezes & Hands employed Bending Sails & Unbending Ice Anchors & Cables in sight Mt Hearing N.E. by E. 1/2 E. 8 or 9 leagues Distant Strong breezes & Clear Weather

Tuesday 29th Commences with fine weather & Hands employed Bending Sails & Unbending Ice Anchors & Cables in sight Mt Hearing N.E. by E. 1/2 E. 8 or 9 leagues Distant Strong breezes & Clear Weather

Wednesday 30th Commences with Strong breezes & Hands employed Bending Sails & Unbending Ice Anchors & Cables in sight Mt Hearing N.E. by E. 1/2 E. 8 or 9 leagues Distant Strong breezes & Clear Weather

Thursday 31st Commences with Strong breezes & Hands employed Bending Sails & Unbending Ice Anchors & Cables in sight at 4 oClock Wind Shifted to the Northward & Increased Strong breezes & Clear Weather

Journey Of Jeffreys Bay

(Monday) Com' with Strong breez's & fine latter part Steady
Steady Employ'd as before Sent the Blacksmith and one Soldier
Carpenter the Sea

(Tuesday) Com' with Strong breez's & Cloudy Sent the Carpenter
Carpenter & Soldier as before Sent the Boat Ashore
Sent the Sea

(Wednesday) Com' with Strong Gales & Cloudy Sent the Carpenter
Carpenter & Soldier as before Sent the Boat Ashore
Sent the Sea

(Thursday) Com' with Strong Gales & Cloudy Sent the Carpenter
Carpenter & Soldier as before Sent the Boat Ashore
Sent the Sea

(Friday) Com' with Strong winds at S/W Latter in Sight
Fryday) at 2 P.M. Raining Thick weather Sent Boat Ashore
(Saturday) at daylight Sent two Men Ashore Cutting
Wood Sent Boat Ashore Sent two Men

(Saturday) Com' with one Boat going in for Bottle Did not get any
Sunday) got Some Codfish at 4 P.M. came on board Hauled
(Monday) Sail Standing to the S.W. at 9 A.M. Made all Sail
Steering for the Coast at 10 A.M. Left off with Latter Cutting

(Tuesday) Com' with Cutting at 4 P.M. 4 Sail in Sight Standing
Wednesday) Nothing at 6 P.M. took in Reef Sails Steering to the
E.S.E. P.M. More Reef Sails Cutting Latter the Boat
Aground Hoisting Mizen Called Crew in Sight the Sea

(Thursday) Com' with Cutting and Sight also the Boat Did
Friday) 4 Miles Sail and Latter Cutting 4 Sail in Sight
(Saturday) this day Observed a Peg of Latter Sea

Log of Brig Greyhound of Boston

(Monday) Comm with Calms and light airs Ship heading to the
(Tuesday) S. South in light Mid light breze at daylight saw
(December 10th) in sight A gam saw Brig 6 miles off off Ca
Lemon Kept off for them makes going quick & Lower
Larboard Starboard and main boat Struck mak
boat off to Larboard quick Starboard Boat gave
Chase in company with Clifford Waynes boats
then Ever Chasing

(Wednesday) Comm with Strong breze at 1 pm took one whale
(December 11th) along Side at 2 pm Starboard boat Struck
(Saturday) at 2 pm took main boats whale along Side
Kept Ship off for Starboard boat at 6 pm Got the wh
along Side braced forward heading to the S & S mem
island dist 12 Miles Clifford Wayne got no wh
Mid light winds at 6 commenced to cut at Blubber
got in two whale Cut up in three pieces Set below

Set

(Thursday) Comm with Cutting at 3 pm got Main in and began
(December 12th) to clear up at 10 pm Started the whales
Ship heading to the Northward and
latter Strong winds Employed in Cutting them
Cut

(Friday) Comm with Strong trades Ship heading to the
(Monday) Eastward Mid the same Cutting blubber
(December 15th) Brig Wayneman Island in Sight the Ev

(Tuesday) Comm with Cutting Boy Mast Trimming down
(December 14th) going to pick his trouble Mid part Ship he
Eastward pm Finished Cutting and began
Steam down in the Main Hatchway 3 Casks in
Their Ends

Cruising Off the Bermudas

(Decr 15th) Cont with very heavy H[illegible] weather
(Wednesday) Saw no sight at 5 pm Stood on
Decr 16th) and clear up the decks & daylight & saw in sight
Employd in Moving down at Bermudian Stores
Sent 29 bbls Flour

(Thursday) Cont with light airs Employd in clearing up Decks
Decr 17th) & scrubbing Hammocks and Clothes in sight Lat
Decr 18th) all Night on Deck Fresh light airs & Steering
to the Eastward at 6 am began to Heave down
in the fore hold at Bermudian finishes 2 sail
in sight and the town

(Friday) Cont with light airs & calm Thermometer 1 bell
Decr 19th) clear 5 miles Fresh light breeze latter part
Employed in Setting a new set in the Fore
mast & the other Cracked at Bermudian 4 sail in sight
this Day

(Saturday) Cont with Calms & fine finished Fore mast and Clear
Decr 20th) up Mast and bulk Head Partners Abington in sight the Sun

(Sunday) Cont with light airs at 4 pm Hauld off Shore at 8 Down
Decr 21st) Boat from Land light airs at 10 am Saw 3 Ships
standing Long distance in sight this Day Abington in sight
this Day

(Monday) Cont with one Ship Bearing N.E. Fresh breeze Like the
Decr 22d) others going 2 to 9 Knots Steering at Sunrise
guess them to get nothing as did not Know
did not See the whales to day Fresh light
airs Latter & Hooked the Town nothing in Sight

(Tuesday) Cont with Variable weather in sight Lat 38°
Decr 23d) Abington distance 12 miles Light airs & Calm
(Wednesday) Saw 2 whales going to Leeward guess 2 or 3 miles
Decr 24th) 14 Knots Steering Steered in Close this Day

Log Of H.M.S. Southern Of Belfast

(Sunday) Cont' with light airs & calms
(December 3rd) Latter part more wind & fine
Hoisted out boat & sent on board
Hoisted in boat & Sails in sight to the
Eastward

(Monday) Cont' with light airs & Sails in sight at noon Sent
(December 4th) began Exercising Hoisted light airs & calms latter part light breezes
Sails in sight and chasing them hoisted out boat

(Tuesday) Cont' with calms and light airs Chasing them when
(December 5th) it Came to wind and Steering various courses
to join and with calms latter light breezes
& Sails in sight thro Day

(Wednesday) Cont' with calms Hoisted the Jolly boat towed
(December 6th) & Sails in sight nothing else thro Day

(Thursday) Cont' with light airs & Sails in sight Hoisted Colours
(December 7th) Latter Steering breeze Hoisted, Heading to the Eastward 3 Sails

(Friday) Cont' with Steering breeze Hoisted Heading to the Eastward
(December 8th) at 6 pm took in light Sails Middle and
Latter Steering breeze 3 Ships in sight thro Day

(Saturday) Cont' with Steering whole sail breeze Hoisted Heading
(December 9th) to the Eastward Hoisted light airs at 9 am
Latter Hoisted Heading Ships thro Day
Lat 114 Sr

(Sunday) Cont' with Moderate breeze Hoisted Heading S.
(December 10th) all sail set Hoisted out Latter Steering breeze
& Steering in sight thro Day

(Illegible) Off Gallipoli Point

(Illegible) Com' with light breezes at 3 pm Saw Towers (Illegible) Gibraltar bearing West 6 leagues Light Sail Secured Hove to the Eastward at 4 pm bore Up & Made Sail at 6 pm Gibraltar Bearing West 2 leagues Off the Rock Hove to Sent in 2 Boats fishing Saw Many Canoes

(a m) (Illegible) Com' with light airs at 2 pm Boats returned with Fish (Illegible) Saw Gibraltar at 5 pm got them in Boats Secured (Illegible) Hoisted Out Boats Steering to the Eastward & the Same Nothing in Sight the Sea

(Illegible) Com' with Strong winds Steering to the Southward (Illegible) Wind and Latter the Same one Sail in Sight (Illegible) Steering to the Northward the Sea

(Illegible) Com' with Strong Trades Steering E S E Wind (Illegible) and Latter Steering to the Eastward the Sea

(Illegible) Com' with light Breezes at 7 pm Spoke Ship (Illegible) Bound and Latter Strong breeze Steering to the (Illegible) Wind) Could not make nothing in Sight but Seas

(Illegible) Com' with Strong Trades nothing in Sight Wind (Illegible) and Latter the Same one Sail Bearing (Illegible) nothing in Sight

(Illegible) Com' with light airs Variable in Sight Shifting (Illegible) to Eastward at 9 pm saw to the Northward Wind and Latter Light airs the Sea

(Illegible) Com' with light airs one Sail in Sight Steering (Illegible) to the Northward one Sail in Sight Latter Sea

Key W. Point Gulnare W. Bastion

Saturday) ans with light airs at 6pm clear of the Bastion
Sunday) and set in light Airs Middle part Strong winds and
Monday 7th) Squally

Tuesday) ans with Strong Gales Hove to heading NE
Wednesday) Chatham Island bearing S at 9pm bore up for the
Thursday 8th) Harbour in Light Airs heading in Sail at 11 bore up

Friday) ans with light airs at 6pm to the Ship heading in
Saturday) Chatham Island Sent 12 Men on Shore Employed in
Sunday 9th) watering up Sails at 9 am Dispatched with the Cutter
Sent into Chatham Island for Captn Thos Lieut

Monday) ans with light airs at 6pm Chatham Island bearing
Tuesday) NW distance 6 Miles the Boat Employed in
Wednesday 10th) in Shipkens Bay Chatham Island Sent Boat
heading to the westward at Eight Oclock between
Charles Island and South Head heading as this Ex

Thursday) ans with light airs at 6pm clear of the Land
Friday) Set in light Airs standing off Shore in a calm
Saturday 11th) Sent the Boat Laying about the Ship Employed

Sunday) ans with light airs at 6pm Saw Star Island bearing
Monday) S Distance 6 Miles Sent Cutter and Boat on Shore
Tuesday 12th) standing off Shore at Eight an Sail in Light Airs

Wednesday) ans with light airs at 6pm Saw Star Island bearing
Thursday) S Distance 6 Miles Sent Cutter and Boat on Shore
Friday 13th) standing off Shore at Eight an Sail in Light Airs

Steam

(Sunday 4th) Came with light airs Course N.E. Abbington and Mount Gay Roadsteads in sight Hoisted Colours Came to Anchor in Carlisle Bay

(Monday 5th) Came with light airs Course N.E. Abbington and Mount Gay Roadsteads in sight Hoisted Colours Came to Anchor in Carlisle Bay

(Tuesday 6th) Came with fine clear weather at 6 pm more Hoisted Colours & the Pilot went on board & Sailed more into the Bay

(Wednesday 7th) Came with Landing in two boats sailing at 9 am returned to Ship Hoisted all Sail for the Coast Fine pleasant weather at 6 pm light breeze veering in sight

(Thursday 8th) Came with thick weather and fine rain Hoisted Colours & Sailed more to the Southward

(Friday 9th) Came with light airs and thick weather Hoisted Colours & Sailed more to the Southward at 10 am lost sight of the Island of Barbadoes

(Saturday 10th) Came with moderate Trade Wind at 4 pm lost sight of Land Hoisted Colours & Sailed more to the Southward

Sailed 12 Knots per Log

Log of Death Entrance of Delaware

(Saturday) Came with fine breeze & fair weather
Expecting soon to get light as the Land proves more
Mountainous as we draw near Light Shifting Head winds in afternoon

(Sunday) Came with light airs at N.W. fine weather and Steered
S.E. (Monday) Hoisting in the main Sheet we take it up and
Tuesday 28th) nothing in sight but watch Employed variously &c
Lat 1.13 S

(Wednesday) Came with light breze Hoisting nothing in sight but
Thursday) the light airs & dog light began to increase after the
Friday 30th) Starboard side Lower main rope with 4 broken Staves in
the Lower bilge and another with two the Ends projecting

(Saturday) Came with light airs at 4 fine weather Steering
Sunday 1st) Hoisting in the main sheet take in the Starboard Lower
Monday 2d) main Chain Hoop

Lat 4 Sail N Lat 103.39

(Tuesday) Came with light airs and heavy squall at 1 fine Lower
yards a Sheet of Spare sheets Broke adrift carry the
Starboard & Lose Boat of Starboard got in amongst them
and Jibed them possible not get the boat empty
was then obliged to Cut it most every bit the S
Sheet and bottle light airs Strong current running to the N.E. the

(Wednesday) Came with calm and light airs about the same time
Thursday 3d) employed in Repairing Boats Sprung in the bilge
9 inches water above the Skin Flow Ends

(Saturday) Came with light airs & Variable with the hours of fine to
Sunday 4th) Hoisting the Boat astern at 10 hours P.M. in with
Monday 5th) the light airs & the current running to N.E. of the Land
Employed in Steering Ship

Lat 2 Miles N

Found Several Ski Mergiers Blank

[illegible] with the [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

(1111) Com' with light [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
Left 88 Rh 3 Lost 5 3

(1111) Com with light [illegible] [illegible] [illegible]
(1111) Course on Shield light [illegible] [illegible]
Also Com one Linbach in Sight
Left 44 Rh 3 Lost 107.40

(1111) Com with light [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]
Left 8 Rh 3 Lost 108.22

(1111) Com with light [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

(1111) Com with light [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]

(1111) Com with light [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]
(1111) [illegible] [illegible] [illegible] [illegible]
Left 55 Rh 3 117.50

Log of Voyages performed by Brig

(Commander) and with Eight Men on board in Ballast from
(Destination) bound on a Voyage to the Coast
of Africa (Date)

(Commander) and with Nine Men on board in Ballast from
(Destination) bound on a Voyage to the Coast of Africa
(Date)

Left the 13 Day Sent 1 Hour

(Commander) and with Nine Men on board in Ballast from
(Destination) bound on a Voyage to the Coast of Africa
(Date)

Left 25 Day

(Commander) and with Eight Men on board in Ballast from
Bermuda bound on a Voyage to the Coast of
Africa (Date) Returned to Bermuda this Day

Left 24 Day 1800

(Commander) and with Five Men on board in Ballast from
Bermuda bound on a Voyage to the Coast of Africa
(Date) Returned to this Day from the Coast of Africa

Left 1800 Day 1800

(Commander) and with Eleven Men on board in Ballast from
Bermuda bound on a Voyage to the Coast of Africa
(Date) Returned to this Day from the Coast of Africa

Pleasure Grounds The Marquesas Blind

(Wind) (Cont) with strong breeze in Sm
(Sunday) Sand on the Main Sheet
(Course)

Latt 6.14 Long 120 46

(Wind) (Cont) with strong breeze and fine weather
(Sunday) Sand Bank on the Main Sheet
(Course)

Latt Long

(Wind) (Cont) with light breeze at 3 pm
(Monday) Sand on the Main Sheet
(Course)

Latt 7.25 Long 120 20

(Wind) (Cont) with light breeze at 3 pm caught a Porpoise
(Tuesday) 15 on the Fish Board and hoisted Fore sail to day light

Latt 8.18 Long 120 52

(Wind) (Cont) with fine breeze all day set fore topmast
(Wednesday) Studding Sail (course) to the Eastward

Latt 8.34 " 135 53

(Wind) (Cont) with light breeze and fine
(Thursday) weather at Sunset fine breeze
(Course) Eastward

Latt 8.59 No Observation

Log of Prize Schooner [illegible]

Sat 9
Sunday
Feb 10
Commenced Squally weather with heavy rain Latter part
Moderate and Clear Hove to off the Island of Tortuga one of the Bahamas Canary
sent a Boat Aboard Schooner Spanish
Boarded the Sch[r] sent in two boats to trade Fish &c

Sat 9 cc
Sunday
Feb 10
Commenced with heavy gales and squalls Cleared
Ship Hove to off and on at 2 PM sent in the boat
Returned with Fish Vegetables Cleared off with one
boat Load of wood Jiggs and Co Count[r] Thurs &c

Sat 9 cc
Sunday
Feb 10
Commenced with heavy gales at 1 PM Tortuga came on bore
Returned to another Key for Wood at 4 PM Cast Anchor
in Deep Water Sent Long Boat on Shore at the
East in two boats for Potatoes & Provisions returned
with 10 Bbls Flour Clear Cleaned Chains Aired
Provisions Sent some up Masts for the Crew

Sat 9 cc
Monday
Feb 11
Commenced with moderate Light Winds and Clear
Employed Watering with 11 Bbls at 6 PM Squalls came
from Northward Steering in Light Airs Sent Jolly
Boat ashore off the Island Employed Watering
Northward at 11 PM came to Anchor in 10 Fathom
water at 2 AM got a Raft of 11 Barrels filled up
in Shore Cleaned Ship and Sent in Starboard Boat
& End &c account

Day of Passage Gentlemen of Pilot

Tuesday 5th) Cast with taking a draw out of the Catch Low Pilot
Wind Hard) Stood for Boston Light Hove to Saw
the Christian Britch in the Bay

Wednesday 6th) Cast with all Sail we could make for a mid
Mid no chance Calm) Saw

Thursday 7th) Stood) Cast with light airs at 2 am got Cuttle Fish
March 6th) for Bay Pilot Boy Pilot at 8 pm Came to with
in 12 fathoms water Pilot Christopher Mitchell Came

Friday 8th) Cast with getting off more Sail Light airs Saw Gun
Monday March 7th) Fish at Midnight Calm Saw Gentlemen Friday
Remain Boatsteer remaining Steam in Shore

Saturday 9th) Cast with getting off more get off 3 boat loads on
Tuesday) Men working for Remainder at night Came from
March 8th) the Land all Ready for Sea Waiting for the Pilot Steam fair

Sunday 10th Cast with going on Shore before daylight Shot to Board Pilot
March 9th) Mitchell and Stockman Steer to get at them the Steam
Monday March) at 8 am Caught them at 9 am got them on board
Sailed Steam out in the Bay in and furnished them
as they deserved at 10 am Steamed out Cape and Lay
Morning out the Ship the other Pilot the Name to be Carried

Monday 11th) Cast with Morning out at 4 pm got out Side of the
Tuesday) at 4 pm Low Water Light Ship Hatteras bore East
March 10th) on Shore to Settle for the Remainder Ship Sent
Staying off and on Calm the Steam

Tuesday 12th Cast with Staying off and on at 3 pm Cape
Friday) Came on board Made Sail for Steam for three
March 11th) Ship Staying off and on at Daylight out of
Cast Went on Shore to obtain Steam at 8 pm
Returned no Steam Made all Sail for the Remainder
Just off the Light So End

From Sandwich Island Off Nootka Sound

Sept 15th Cast with variable winds & pleasant
Weather Wind NW in the Morn & Noon & at
Night Sent Boats a Shore for Trees &c Cast

Sept 16th Cast with certain course No Shore Round
Sandwich Island Light airs & Calms Sent away Boats
all Day Sent working up to windward &c Cast

Sept 17th Cast with Many Boats all Sent to Different
Parts of this Many Large Isles just the Island of Nootka
Wind NW Distance 30 Miles to windward &c Cast working up

Sept 18th Cast with Easy off & on this day Variable
Light Airs & Clear Weather the Boats Sent on Shore
Wind NW & Sent Empty & Returned Again Cast on Shore
Made Sail for Nootka for More Men at 3 PM
Cast Past on Shore no More Sent off for Wooding

Sept 19th Cast with Many Boats at 3 PM Sent on Shore
Wind NW to obtain Wood at 8 PM Came off with
two Canoaches Made all Sail Steering to the
North &c Cast

Sept 20th Cast with Many Large Canoes & Boats
Steering Close to the Main Two Islands in Sight Many
Wind NW Canoes with Inhabitants &c Cast

Sept 21st Cast with Many Canoes Alongside & the
Ships Crew Employed at 2 PM Squally Weather with
Wind NW Rain Sent Boats with Many Canoes
Single reefed Courses Split Sails &c Cast

Sec. 6. T 3 S R 3 E Willamette Meridian. Oregon

Scale 40 chains to the inch.

Surveyed in May 1894 for Standard Parallel North, through Range 3 East.

Meanders of the right bank of Willamette River.

Lat 2.41 ch Lat 140.10

Sec. 5

Surveyed in May 1894 for Standard Parallel North, through Range 3 East.

Meanders of the right bank of Willamette River.

Lat 11.00 ch Lat 726.00

Sec. 6

Surveyed in May 1894 for Standard Parallel North, through Range 3 East.

Meanders of the right bank of Willamette River.

Lat 11 Links N 13.86 ch.

Sec. 7

Surveyed in May 1894 for Standard Parallel North, through Range 3 East.

Meanders of the right bank of Willamette River.

Lat 11.32 ch 13.05.

Sec. 8

Surveyed in May 1894 for Standard Parallel North, through Range 3 East.

Meanders of the right bank of Willamette River.

Lat 11.00 ch 13.05.

Sec. 9

Surveyed in May 1894 for Standard Parallel North, through Range 3 East.

Meanders of the right bank of Willamette River.

Lat 11.00 ch 13.05.

Lat 8.49 Long 199.49

Lat 10.51 " Long 140.52

Lat 13.13 Long 141.05

[illegible]

Sunday) Con with Heavy Frosts & Lightning at Sea
Monday) at Night fine Sunset Evening
March 8th) Observing Case Upset Thus Far

Lat 15.27 Lon

Tuesday) Con with Light Airs & Clear Weather
Wednesday) Course Steered Same Distance Run
Thursday) at Noon Fresh Gales Shortened Sail
& Split Mainsail Employed in Repairing Same

Lat 16.40 Lon 40 W

Friday) Course with Light Airs from Westward
Saturday) Employed in Repairing Sails

Lat 17.50 Lon 119.20

Sunday) Course with Steady Breezes & Fair
Weather Employed in Repairing Standing &

Lat 22.22 Lon 138.00

Monday) Course with Steady Breezes & Fair Weather
Tuesday) Light Airs & Variable Winds
Wednesday) Spoke Ship Bound to Canton
Mackº Master So Far

Lat 24.26 Lon 139.00

Friday Sunset Shortsheet

Friday) with light breeze & fine pleasant weather
(Sept 6th) steered for Portland at 6 PM Hove to
(Sept 6th) the Head

Lat 26.34 Lon 61

Saturday Sunset Steered NbE 5 knots with
light variable winds & fine pleasant weather
(Sept 7th) at 6 PM hove to for Portland

Lat 28.31 Lon 59.15

Sunday (Sept 8th) Sunset with light breeze & pleasant
(Sept 8th) weather steering for Portland
at 6 PM. light breeze from SE Set Steering sail
Course N by E Wind as before at 8 PM light airs
SE Employed in Setting up fore and aft Rigging
at Meridian finished &c &c

Lat ... 31 .. 30

Monday Sunset Shortsheet

Monday) with light breeze & fine pleasant
(Sept 9th) weather steering for Portland
at 6 PM. light breeze from SE Set Steering sail
Course N by E Wind as before at 8 PM light airs
SE Employed in Setting up fore and aft Rigging
at Meridian finished &c &c

Lat ... 31 .. 30

Survey of Wayne County Commissioners Ct Records

No 2
(Section) Cor' with light ash knot in Valley of Indian
(Range) Creek 12 links dist rock 6 links dist 2 ash 6 dist
(Land) of Blackbird going to ground 6 links to Cor

Left 21.54 Lat 1.49

No 3
(Section) Cor' with ash knot 12 links dist 2 elm 6 dist
(Range) Corner in Valley of Indian Creek 12 links to
(Land) Blackbird going to ground 6 links to Cor

Left 32.52 Lat 187.49

No 4
(Section) Cor' with stone mound 8 x 8 links dist
(Range) all sides of Mound cut 4 cut letters
(Land) Set

Left 84.19 Lat 186.42

No 5
(Section) Cor' with white stone mound 8 x 8 links
(Range) by 4 in height - 2 cut letters on South side
(Land) Stone mound 8 x 8 links to the

Left 96.36

No 6
(Section) Cor' with stone mound 8 x 8 links
(Range) Corner in Creek 6 links to the

Left 87.54 123.06

No 7
(Section) Cor' with ash 6 in dia Iron Stake 4 links
(Range) to burr Oak 12 in dia 4 cut faces
(Land) from which one limb in Line 4 links
Forked to Right 8 E
Course E S

Second Method of Division.

(a) Divide 1.79.94 by 26.02

Let 26.02 Qut 1.79.94

(b) Divide 126.48 by 34.77

Let 34.77 Qut 126.48

(c) Divide 32.09 by 3.45

Let 32.09

(d) Divide 12.74 by 1.375

Let 12.74

(e) Divide 32.11 by 2.5

Let 32.11

(f) Divide 180.720 by 21.50

Let 21.50 Qut 180.720

Log of Barque Greyhound of Hull

Thursday 29th Left Lisbon with light airs from the eastward Course S.W. by W. Dist. run 60 miles Lat. by Obsd. 38.49 Lat 38.49 Lon. 9.19.

Friday 30th Light breezes from the northward Course S.W. by S. Employed painting Ship Moored Lisbon at 6 am from the Island of Gravelaine bore S.W. 50 Miles Employed in repairing Rigging &c &c

Lat 37.21 Lon 11.45

Saturday 31st Fresh breezes at S.W. Employed repairing Rigging &c at 8 pm Light airs & Calm Dist run 48 miles at 6 am Cape Vincent bore S.S.E. Dist 50 Miles at 11 am Cape St Mary's E.S.E. 6 or 7 Miles Employed in Steering Course &c

Lat 36.20 Lon 8.01

Sunday 1st June Light airs & Calm Employed painting Ship at 6 pm Cape St Mary's E. by S. 6 Miles Light airs & Calm Employed painting Ship Moored Cape St Mary's E. by S. 6 Miles

S. D.

June

Monday 2nd Light airs & Calm Employed painting Ship Moored Cape St Mary's E. by S. 6 Miles

Crossing On Long Calibooza

If (Wind) is with light airs ship heading to the N or E
(First W) Heave to, dist w Bells the cast or W
(First W) Heave dist 1 for bearing i at 6 fa. more
in to last Sly Land and get a Lead
and a few Chorus &c &c.

If (Wind) is with looking for Light at 6 fa come and
Heave to. Mente off Star Ind Just now in at 6 or
(First W) Sun Reconstructs Course for then going to punch
Could not get an Come on Leads Ind dist 6 Mile
Course W & this Run

If (Wind) is with light airs, come W & at 6 fa Soundings
Sue Sand Light airs Ship heading in to
(First W th) Heave to Ind dist 30 Bells &c &c

If (Wind) is with light airs a good Many Sailboats
Sailing (a) in Sight at 6 fa more Shut off Star Light in
(First So) Light Sails Sand Light airs Into Heave to
Sailboats in Sight &c &c

If (Wind) is with fair Clear Weather Sailboats
Sailing in Sight- Course W & at night-Lookt in
Many (First) Light Sails Sand Heave Course Pier off
& W under Mast Sail not to run Sailboats Lays
Sailing of Sailboats &c &c

Bay Of Bengal Gr Moorned Of Madras

(Wed) Cear' with Heavy squalls thick hazy in Mor. Part
(Thursday) Some Rain Heavy Sqls
Heavy
Squalls

Lat 9 / 26

(Friday) Cear' with Heavy squalls at 1 pm Port Engine Damaged
(Saturday) of Wheel — Squalls & Rain at 10 Pm Hard Heavy squalls
Heavy Rain Sailed Heavy Squalls Lowered Topsails
at Light Sailing for Madras So Ent

Lat 28.55 Lon 80.50

(Sunday) Cear' with fresh breze Cross Seas at 4 pm Saw
(Monday) a Blackfish at 6 pm Madras Sail Reduced
Heavy Rain Hove to heading in and Sail at Light Sailing
Saw the Land the Island of Nicobar Lat So Ent

Lat 9 Lon

Lon Cear' with Heavy squalls and rugged weather at 2 pm
Monday Saw Ship off Shore at 6 pm Shortened Sail at Daylight
Heavy Squalls at Light Sailing Saw Ship in Shore the two

Lat 9 . 16

(Tuesday) Cear' with Heavy Breze Ship steering in Shore and
Sail in Sight Split part heavy weather saw Ship
Heavy Squalls off Shore and Sail in Sight Latter the Same So Ent

Lat 13 . 98 Lon 2 . 30

(Wednesday) Cear' with Heavy squalls rugged Weather saw
Squalls Ent) Breakers the Same at 1 pm Saw Ship in
Heavy Squalls Shore Latter Part rugged Confinued at Light
Sailing Saw this Morning Ship

Lat 9 . 51

Lon

Leaving On the Coast Of Sardinia

[illegible] with light breeze and fine weather [illegible]
Steamer [illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 42.31 Lon 8.12.08

[illegible] with light breeze and fine weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 42.54 Lon 8.12.22

[illegible] with light breeze and fine weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 43.11 Lon 8.12.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 43.28 Lon 8.11.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 43.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 43.59 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 44.14 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 44.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 44.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 45.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 45.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 45.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 45.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 46.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 46.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 46.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 46.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 47.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 47.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 47.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 47.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 48.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 48.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 48.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 48.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 49.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 49.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 49.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 49.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 50.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 50.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 50.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 50.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 51.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 51.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 51.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 51.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 52.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 52.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 52.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 52.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 53.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 53.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 53.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 53.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 54.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 54.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 54.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 54.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 55.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 55.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 55.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 55.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 56.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 56.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 56.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 56.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 57.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 57.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 57.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 57.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 58.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 58.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 58.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 58.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 59.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 59.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 59.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 59.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 60.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 60.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 60.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 60.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 61.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 61.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 61.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 61.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 62.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 62.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 62.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 62.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 63.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 63.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 63.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 63.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 64.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 64.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 64.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 64.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 65.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 65.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 65.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 65.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 66.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 66.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 66.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 66.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 67.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 67.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 67.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 67.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 68.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 68.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 68.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 68.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 69.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 69.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 69.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 69.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 70.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 70.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 70.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 70.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 71.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 71.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 71.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 71.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 72.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 72.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 72.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 72.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 73.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 73.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 73.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 73.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 74.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 74.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 74.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 74.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 75.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 75.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 75.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 75.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 76.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 76.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 76.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 76.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 77.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 77.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 77.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 77.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 78.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 78.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 78.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 78.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 79.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 79.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 79.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 79.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 80.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 80.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 80.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 80.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 81.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 81.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 81.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 81.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 82.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 82.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 82.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 82.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 83.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 83.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 83.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 83.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 84.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 84.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 84.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 84.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 85.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 85.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 85.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 85.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 86.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 86.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 86.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 86.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 87.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 87.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 87.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 87.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 88.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 88.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 88.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 88.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 89.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 89.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 89.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 89.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 90.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 90.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 90.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 90.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 91.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 91.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 91.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 91.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 92.00 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 92.15 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 92.30 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 92.45 Lon 8.10.11

[illegible] with light airs and clear weather [illegible]
[illegible] Hyeres [illegible] Toulon [illegible]
[illegible] [illegible] [illegible]

Lat 93.00 L

Log of Steam Yacht Vesper

Sept 6th
Fri
Wed 10th

Sept 6th Left with light airs from N.E. to E. at 8 A.M. Set all sail & steered S.E. by E. Wind increasing to a fresh breeze at 10 A.M. Set Jib & Fore Staysail. Wind increasing to a strong breeze at 11 A.M. Reefed Fore & Main sails. Wind increasing to a fresh gale at 1 P.M. Set Fore Staysail. Wind increasing to a strong gale at 2 P.M. Set Reefed Jib. Wind increasing to a fresh gale at 3 P.M. Set Reefed Fore Staysail. Wind increasing to a strong gale at 4 P.M. Set Reefed Main Staysail. Wind increasing to a fresh gale at 5 P.M. Set Reefed Jib. Wind increasing to a strong gale at 6 P.M. Set Reefed Fore Staysail. Wind increasing to a fresh gale at 7 P.M. Set Reefed Main Staysail. Wind increasing to a strong gale at 8 P.M. Set Reefed Jib. Wind increasing to a fresh gale at 9 P.M. Set Reefed Fore Staysail. Wind increasing to a strong gale at 10 P.M. Set Reefed Main Staysail. Wind increasing to a fresh gale at 11 P.M. Set Reefed Jib. Wind increasing to a strong gale at 12 P.M. Set Reefed Fore Staysail. Wind increasing to a fresh gale at 1 A.M. Set Reefed Main Staysail. Wind increasing to a strong gale at 2 A.M. Set Reefed Jib. Wind increasing to a fresh gale at 3 A.M. Set Reefed Fore Staysail. Wind increasing to a strong gale at 4 A.M. Set Reefed Main Staysail. Wind increasing to a fresh gale at 5 A.M. Set Reefed Jib. Wind increasing to a strong gale at 6 A.M. Set Reefed Fore Staysail. Wind increasing to a fresh gale at 7 A.M. Set Reefed Main Staysail. Wind increasing to a strong gale at 8 A.M. Set Reefed Jib. Wind increasing to a fresh gale at 9 A.M. Set Reefed Fore Staysail. Wind increasing to a strong gale at 10 A.M. Set Reefed Main Staysail. Wind increasing to a fresh gale at 11 A.M. Set Reefed Jib. Wind increasing to a strong gale at 12 P.M. Set Reefed Fore Staysail. Wind increasing to a fresh gale at 1 P.M. Set Reefed Main

Thursday On the Coast of Scotland

(Lat 58 [illegible] with strong winds & hazy
weather & [illegible] at 4 [illegible]
Lat 58.50 Lon 3.0

(Friday) Cont with strong winds & hazy weather & [illegible]
[illegible] at 4 [illegible]
Lat 58.45 Lon 3.12.59

(Saturday) Cont with strong winds & hazy weather steering
[illegible] at 4 [illegible]
Lat 58.37 Lon 3.12.30

(Sunday) Cont with strong winds & hazy weather steering
[illegible] at 4 [illegible]
Lat 58.0 Lon 3.0.0

(Monday) Cont with moderate weather steering
[illegible] at 4 [illegible] at 6 [illegible]
[illegible] off the Pentland Skerries Bore some
[illegible] gain sight of Noss Head Lower Head
[illegible] at 4 [illegible] at 8 [illegible]
Lat 58.5.0 Lon 3.0.0

(Tuesday) Cont with strong winds & hazy weather steering
[illegible] at 4 [illegible] at 6 [illegible]
[illegible] at 4 [illegible]
Lat 58.37 Lon 3.12.30

(Wednesday) Cont with strong winds & hazy weather steering
[illegible] at 4 [illegible] at 6 [illegible]
[illegible] at 4 [illegible]
Lat 58.0 Lon 3.0.0

(Thursday) Cont with moderate weather steering
[illegible] at 4 [illegible] at 6 [illegible]
[illegible] at 4 [illegible]
Lat 58.0 Lon 3.0.0

Log of Departure Settlement of Settlers

Course and Distance Off to Explain

(1111th) Start with all sail set for the Island
(Wednesday) [illegible] and Sargasso sea
[illegible] the first light house [illegible]
of [illegible] Signal [illegible]

(2222th) Cont with light airs [illegible]
(Thursday) [illegible] at 2 [illegible]
(1111th) [illegible] Signal [illegible]

(3333th) Cont with light airs variable [illegible]
(Friday) [illegible] Cont with light airs [illegible]
(1111th) [illegible]

Lat 22 29 Lon 104 04

(4444th) Cont with calms and light airs Course E.S.E. Wind
(Saturday) and [illegible] light airs Employed [illegible] E.S.E
(1111th) Sounding in Company [illegible]

Lat 22 09 Lon 103 00

(5555th) Cont with light airs Course E.S.E. Sunday in light
(Sunday) Breeze Sounding in Company Wind Calm and light airs
(1111th) at daylight Cont the Course [illegible] Wind
at 10 Cont get a large green turtle [illegible]
Steering for the Island

(6666th) Cont with light breeze at 6 from hands to the main
(Monday) heading South Shortened Sail Sounding in Company
(1111th) Moored a mooring Buoy first bower ashore at
daylight Send out to Rides at 8 Cont heave up last
2 from the Sounding to be a mooring out Starboard in
Irish and bower to out [illegible]

Log Of Barque Southbound Of Melbourne

(Sunday) Cont with cutting wood on the East side of the creek (Monday) and 2 men got off one boat load at 9 the Left Hobson Bay (Tuesday) Came in at creek in Williamstown at 6 pm got off another Load one another Cut on Sat at 4 pm Went on Shore at 9 pm Steward with one Load Left at 11 another at Meridian another all Hands Cut & Left for Melbourne

(Wednesday) Cont with cutting wood on Left of the Jetty on (Thursday) beginning at 12 noon on the bench two Load Loaded (Friday) Left off one and 2 Rabbits that was Shot at daylight went on Shore to Cut wood at 9 returned with one Load Wood and 15 Rabbits at 11 one another Load at Meridian another 40 Gns

(Saturday) Cont with Getting wood at 3 pm went on Shore to Cut wood at 6 pm got off one Load Wood and another (Sunday) on Mon at 1 pm Afternoon Came off with 13 Rabbits at daylight went on Shore to Cut another Load at 7 pm returned with Wood and 13 Rabbits Left Aboard 1 Pm Decks getting ready for Sea Calm

(Tuesday) Cont with Calm at 2 pm Light-breeze at 4 pm Came (Wednesday) Light Variable Breeze at 1 pm Calm (Thursday) Light Variable Breeze Employed in Repairing Several Ropes in Gangway &c &c

(Friday) Cont with Light-breeze Employed in Repairing Gangway (Saturday) Several Ropes and Cut it Aboard as Light- (Sunday) Calm the Same Light breeze &c &c

(Wednesday 14th) Cont with light airs and fine weather Lat at Noon 20 : 58 N Long 106 : 05 W

(Thursday 15th) Cont with fresh breeze and hazy weather Lat at Noon 21 : 17 N Long 106 : 25 W

(Friday 16th) Cont with light airs at 4 pm saw a sail to the Westward coming to us at 5 pm spoke her she proved to be the Brig Ann from Boston bound to Monterey 98 days out at 6 pm she hove to and I went on board of her she had been 3 days in sight of the Farallones but could not get in owing to the calms and light airs she had been 98 days out from Boston and had experienced very heavy weather off Cape Horn and had lost her Jib boom and sprit sail yard and had her bulwarks stove in and had been 3 months off the Cape Lat at Noon 21 : 17 N Long 106 : 25 W

(Saturday 17th) Cont with fresh breeze and hazy weather at 8 am spoke the Brig Ann from Boston bound to Monterey at 9 am she hove to and I went on board of her she had been 3 days in sight of the Farallones but could not get in owing to the calms and light airs she had been 98 days out from Boston and had experienced very heavy weather off Cape Horn and had lost her Jib boom and sprit sail yard and had her bulwarks stove in and had been 3 months off the Cape Lat at Noon 21 : 17 N Long 106 : 25 W

(Sunday 18th) Cont with light airs and calms at 4 pm saw a sail to the Westward coming to us at 5 pm spoke her she proved to be the Brig Ann from Boston bound to Monterey 98 days out at 6 pm she hove to and I went on board of her she had been 3 days in sight of the Farallones but could not get in owing to the calms and light airs she had been 98 days out from Boston and had experienced very heavy weather off Cape Horn and had lost her Jib boom and sprit sail yard and had her bulwarks stove in and had been 3 months off the Cape Lat at Noon 21 : 17 N Long 106 : 25 W

(Monday 19th) Cont with light airs and calms at 8 am saw a sail to the Westward coming to us at 9 am spoke her she proved to be the Brig Ann from Boston bound to Monterey 98 days out at 10 am she hove to and I went on board of her she had been 3 days in sight of the Farallones but could not get in owing to the calms and light airs she had been 98 days out from Boston and had experienced very heavy weather off Cape Horn and had lost her Jib boom and sprit sail yard and had her bulwarks stove in and had been 3 months off the Cape Lat at Noon 21 : 17 N Long 106 : 25 W

(Tuesday 20th) Cont with light airs and calms at 4 pm saw a sail to the Westward coming to us at 5 pm spoke her she proved to be the Brig Ann from Boston bound to Monterey 98 days out at 6 pm she hove to and I went on board of her she had been 3 days in sight of the Farallones but could not get in owing to the calms and light airs she had been 98 days out from Boston and had experienced very heavy weather off Cape Horn and had lost her Jib boom and sprit sail yard and had her bulwarks stove in and had been 3 months off the Cape Lat at Noon 21 : 17 N Long 106 : 25 W

(Wednesday 21st) Cont with light airs and calms at 8 am saw a sail to the Westward coming to us at 9 am spoke her she proved to be the Brig Ann from Boston bound to Monterey 98 days out at 10 am she hove to and I went on board of her she had been 3 days in sight of the Farallones but could not get in owing to the calms and light airs she had been 98 days out from Boston and had experienced very heavy weather off Cape Horn and had lost her Jib boom and sprit sail yard and had her bulwarks stove in and had been 3 months off the Cape Lat at Noon 21 : 17 N Long 106 : 25 W

Log Of Barque Gustaf Of Visby

Friday 1st Lat 8 N Long 18 W Course S 60 E Dist 150 Var 16 W
Saturday 2nd Lat 7.18 N Long 18.36 W Course S 60 E Dist 150 Var 16 W
Sunday 3rd Lat 6.36 N Long 17.48 W Course S 60 E Dist 150 Var 16 W
Monday 4th Lat 5.54 N Long 17.00 W Course S 60 E Dist 150 Var 16 W
Tuesday 5th Lat 5.12 N Long 16.12 W Course S 60 E Dist 150 Var 16 W
Wednesday 6th Lat 4.30 N Long 15.24 W Course S 60 E Dist 150 Var 16 W
Thursday 7th Lat 3.48 N Long 14.36 W Course S 60 E Dist 150 Var 16 W
Friday 8th Lat 3.06 N Long 13.48 W Course S 60 E Dist 150 Var 16 W
Saturday 9th Lat 2.24 N Long 13.00 W Course S 60 E Dist 150 Var 16 W
Sunday 10th Lat 1.42 N Long 12.12 W Course S 60 E Dist 150 Var 16 W
Monday 11th Lat 1.00 N Long 11.24 W Course S 60 E Dist 150 Var 16 W
Tuesday 12th Lat 0.18 S Long 10.36 W Course S 60 E Dist 150 Var 16 W
Wednesday 13th Lat 0.54 S Long 9.48 W Course S 60 E Dist 150 Var 16 W
Thursday 14th Lat 1.30 S Long 9.00 W Course S 60 E Dist 150 Var 16 W
Friday 15th Lat 2.06 S Long 8.12 W Course S 60 E Dist 150 Var 16 W
Saturday 16th Lat 2.42 S Long 7.24 W Course S 60 E Dist 150 Var 16 W
Sunday 17th Lat 3.18 S Long 6.36 W Course S 60 E Dist 150 Var 16 W
Monday 18th Lat 3.54 S Long 5.48 W Course S 60 E Dist 150 Var 16 W
Tuesday 19th Lat 4.30 S Long 5.00 W Course S 60 E Dist 150 Var 16 W
Wednesday 20th Lat 5.06 S Long 4.12 W Course S 60 E Dist 150 Var 16 W
Thursday 21st Lat 5.42 S Long 3.24 W Course S 60 E Dist 150 Var 16 W
Friday 22nd Lat 6.18 S Long 2.36 W Course S 60 E Dist 150 Var 16 W
Saturday 23rd Lat 6.54 S Long 1.48 W Course S 60 E Dist 150 Var 16 W
Sunday 24th Lat 7.30 S Long 1.00 W Course S 60 E Dist 150 Var 16 W
Monday 25th Lat 8.06 S Long 0.12 E Course S 60 E Dist 150 Var 16 W
Tuesday 26th Lat 8.42 S Long 1.00 E Course S 60 E Dist 150 Var 16 W
Wednesday 27th Lat 9.18 S Long 1.48 E Course S 60 E Dist 150 Var 16 W
Thursday 28th Lat 9.54 S Long 2.36 E Course S 60 E Dist 150 Var 16 W
Friday 29th Lat 10.30 S Long 3.24 E Course S 60 E Dist 150 Var 16 W
Saturday 30th Lat 11.06 S Long 4.12 E Course S 60 E Dist 150 Var 16 W

Sound Towards the Equator

[illegible] and will keep nearly [illegible] bearing [illegible]
[illegible] Sable Island and Cape [illegible]
[illegible] Lat 5.46 Long 91.—

[illegible]

[illegible] will keep nearly this [illegible] bearing [illegible]
[illegible] Sable Island and the same [illegible]
[illegible] Lat 6.0

Lat 6.04 96.25

[illegible] will keep nearly this bearing [illegible]
[illegible] Sable Island and the same [illegible]
[illegible]

Lat 5.32 94.29

[illegible] will keep nearly [illegible] bearing [illegible]
[illegible] Sable Island [illegible] Lat [illegible]
[illegible] Lat

Lat 5.21 92.45

[illegible] will keep nearly this bearing [illegible]
[illegible] Sable Island [illegible] Lat [illegible]
[illegible]

Lat 5.15 Long 91.51

[illegible] will keep nearly this bearing [illegible]
[illegible] [illegible] Sable Island [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Lat 4.30

Bay Of Rum Recipe

Recipe

Recipe

Recipe

Recipe

Old Style Courtesy Call

(1st) Comm with the Square Courtesy Call

(2nd) Comm with the Square Courtesy Call
Square Courtesy Call to the Partner
and the Corners
Ladies Chain to the Opposite Corners
Left Hand Star to the Opposite Corners
Right Hand Star to the Partner
Promenade the Corners

(3rd) Comm with the Square Courtesy Call
Square Courtesy Call to the Partner
and the Corners
Ladies Chain to the Opposite Corners
Left Hand Star to the Opposite Corners
Right Hand Star to the Partner
Promenade the Corners

(4th) Comm with the Square Courtesy Call
Square Courtesy Call to the Partner
and the Corners
Ladies Chain to the Opposite Corners
Left Hand Star to the Opposite Corners
Right Hand Star to the Partner
Promenade the Corners

Log Of Voyage from Gibraltar

(Sunday 5th) Cm with Strong wind & rough sea
(Monday 6th) Cm as before Gave the Crew
the 6th Watch and Cleared the Decks as there
was Sea on board Carried away Lee Main Sheet
& Lee Fore Sheet Block Split Lee Quarter Boat
& Gave Fore & Main Sheets & Tackles
Lat 36 1 N 53 25

(Tuesday 7th) Cm with Strong breze Shifting & the weather
Dangerous Obliged to Scud Split the Jibb & Fore
Sail (with) Shift Sheets &c & all Sail set & Steered
N the wind to the Eastward
Lat 1 13 S 53 46

(Wednesday 8th) Cm with Strong breze with frequent Squalls
Heavy Sea Split one Reef in Sight of Land Steered
(Thursday 9th) Split Back Latter Topsail in Clearing Cape
Spritsail in Bright Shifting Last 24 h

(Friday 10th) Cm with Much moderate & Light
Variable Winds & Fine Weather Shifted Sails
Making the best of Their Course
Lat 10 N 24

(Saturday 11th) Cm with Strong Breez Carried on Steering
Westward Close reefs & Main Sail to the wind
(Sunday 12th) Split the Jibb Latter & made an Offer

(Monday 13th) Cm with Short Sharp Head Sea & Strong
Breez Split Jibb Latter & Fore Sail Lost Jibb
Boom Carried away Lee Quarter Boat Stove Lee
Gangway Bulwarks & Stanchions Split Fore Sail
Lee Fore Topsail Sheet Block Lee Fore Topsail
Lee Fore Topsail Sheet Block Lee Fore Topsail
Lee Fore Topsail Sheet Block Lee Fore Topsail

Thursday Dec 5th

Friday (6th) Com' with Strong breezes & Squally
Dec 6th weather Hove to at 4 AM to
Wore Ship & Stood to the Eastward
to clear Shoals of Cape Florida Set
Lat 24 N d

Saturday (7th) Com' with Strong breezes & Squally
Dec 7th weather Hove to at 4 AM to
Wore Ship & Stood to the Eastward
to clear Shoals of Cape Florida Set
Lat 24 N d

Sunday (8th) Com' with Strong Breezes & Squally
Dec 8th weather Hove to at 4 AM to
Wore Ship & Stood to the Eastward
to clear Shoals of Cape Florida Set
Lat 24 N d

Monday (9th) Com' with Strong Breezes & Squally
Dec 9th weather Hove to at 4 AM to
Wore Ship & Stood to the Eastward
to clear Shoals of Cape Florida Set
Lat 24 N d

Tuesday (10th) Com' with Strong Breezes & Squally
Dec 10th weather Hove to at 4 AM to
Wore Ship & Stood to the Eastward
to clear Shoals of Cape Florida Set
Lat 24 N d

Wednesday (11th) Com' with Strong Breezes & Squally
Dec 11th weather Hove to at 4 AM to
Wore Ship & Stood to the Eastward
to clear Shoals of Cape Florida Set
Lat 24 N d

Thursday (12th) Com' with Strong Breezes & Squally
Dec 12th weather Hove to at 4 AM to
Wore Ship & Stood to the Eastward
to clear Shoals of Cape Florida Set
Lat 24 N d

Log of Voyage from Newcastle

[illegible] at 8 AM Steering [illegible] Course [illegible]
[illegible] at 8 PM Light Airs [illegible] Calms but Sky
no Boats Struck the Ens with Cheers

[illegible] at 8 AM Light Airs with Steering Sails set on Both
Sides [illegible] at 8 PM Light Airs and Clear Weather
Employed without Success in Sailing by the Wind

[illegible] at 8 AM Light Airs with Steering Sails set on Both Sides
[illegible] at 8 PM Calms and Clear Weather Still
employed Sailing as before Saw a Sail with Ens Hoisted
to Windward Employed Sailing by the Wind

[illegible] at 8 AM Calms with Steering Sails set Saw Ens on Board
[illegible] at 8 PM Employed to Windward in the Offing
at Daylight Lowered away without Success
the Boats Struck and Took up the Cutting &c

[illegible] at 8 AM Calms as before Employed as the Day before

[illegible] at 8 AM Calms
the Day Nothing Steering all as before
no Boats as Sailed

[illegible] at 8 AM Calms with Steering Sails * Saw Boats
Sailing Employed Sailing Struck a Sail Saw the Ens Hoisted
[illegible] at 8 PM Calms Employed Sailing as before
at Daylight Lowered away Cutting Ens

(Wks) ... with ... off ... [illegible]
Mark to Lay Hds &c

(Wks) ... with ... off ... [illegible]
Mark Lay 2 Hds &c

(Wks) ... with ... off ... [illegible]
Mark Lay 2 Hds &c

(Wks) ... with ... off ... [illegible]
Mark Lay 2 Hds &c

(Wks) ... with ... off ... [illegible]
Mark Lay 2 Hds &c

(Wks) ... with ... off ... [illegible]
Mark Lay 2 Hds &c

Sunday A. M. Light Breezes & Pleasant

Sunday Light Breezes & Pleasant Weather
Hauled off & Set Our Jib Boats Down Left
Starbd Aft at 5 PM Came to on the Port
along Side Each Ship, began to Cut our Ice
for the Ship which Sank Last Night
at Daylight Made Sail to Starboard the Boat
Left the Ship for Port to be Sent
this day with Henry Anderson from the other Ship to
Steer a Boat Got no Boatsteers & Co

Monday) At 1 PM got under way Light Airs
(August 4th) Variable at Northeast Came to on the
Starboard Tack Pilot Boat & Brig Henry
on Report Sail Ice, at 4 PM Stood the Ships
on Port Tack Got no Pilots at 6 PM
Came on Board Light at 7 PM Sounded Fifty Fathoms

Tuesday) At 1 PM Came with Henry Boats Down & Moored
(August 5th) Ship Sank Last Night at 2 PM Came to
on Starboard Tack Pilot Boat & Brig Henry
Sail Ice at 5 PM Came to on the Port
along Side Each Ship, began to Cut our Ice
for the Ship which Sank Last Night
at Daylight Made Sail to Starboard the Boat
Left the Ship for Port to be Sent
this day with Henry Anderson from the other Ship to
Steer a Boat Got no Boatsteers & Co

Wednesday) At 1 PM Came with Henry Boats Down & Moored
(August 6th) Ship Sank Last Night at 2 PM Came to
on Starboard Tack Pilot Boat & Brig Henry
on Report Sail Ice, at 4 PM Stood the Ships
on Port Tack Got no Pilots at 6 PM
Came on Board Light at 7 PM Sounded Fifty Fathoms

Thursday) At 1 PM Came with Henry Boats Down & Moored
(August 7th) Ship Sank Last Night at 2 PM Came to
on Starboard Tack Pilot Boat & Brig Henry
on Report Sail Ice, at 4 PM Stood the Ships
on Port Tack Got no Pilots at 6 PM
Came on Board Light at 7 PM Sounded Fifty Fathoms

Thursday 11th August

[illegible] left [illegible] with heavy squalls going to sea in the morning [illegible] Sailed away at 8 for sea in sight all day [illegible] the day at 8 for sea [illegible]

[illegible] left

Log of Barque Greyhound of Westport

(Saturday 1st) Com' with getting under way both boats at 10 am Lora
(Sunday 2nd) for which the other Ships boat Jon & Com on Self Chase
(August 4th) in their boats to stake the calf com got back Steve & the
Com water which did not factor to either all boats back
on and towed off Raven boat to the Ship at 4 pm got
along side and part Laying about till 8 pm

(Monday 3rd) Com' with getting ready to sail at 6 am started
(August 5th) the water heading in Shore at 2 pm Came to an chor
at Point Galera in 4 fathoms water on shore for me
Could not unhandy gave it up and Ceiling Do &c

(Tuesday 4th) Com' with loading Beam at 8 am finished and got under
(August 6th) way to Sail to Seward for water at Nicolaevsk finish
the at 4 pm Clearing up at 5 pm Came to anchor off Examiner Point
(Saturday 7th) Ships in Sight & Ship in Sight &

(Wednesday 8th) Com' with getting water waiting for the tide at 9 pm
(August 7th) get it off Com tow it in &c Com

(Thursday 9th) Com' with Crew at American Barque Martha
(August 8th) Came to anchor &c Com Starting water

(Friday 10th) Com' with Crew at 3 pm got under way Ships
(August 9th) towed at 5 pm Com Wales Came to anchor for
the night (Saturday 11th) towed with out success Ships in Sight &

Steamboating On the Sisters Division

(Tuesday) Sent with towing boats to beat Steamer Fairweather in when I met a man on raft the other boats struck (August 20th) ran and killed her at Anacortes took her along side of the Dungeness Sailing fast at 1 pm began to rain at 7 pm got him Harbor Beat him badly to Sea

(Wednesday) Sent with towing boats meet Steamer Fairweather (August 21st) and towed came on board lower engine at 11 am one of the Dungeness boats struck at 1 pm took him along side of the Greyhound at 5 pm began to cut at 7 pm got him in Harbor Beat him badly Died fast casting up blubber heavy rain & sea

(Thursday) Sent with towing meeter at 9 am clear towed the (August 23d) boats in one whale Calves whale meet down did not see him again at 2 pm came on board began to mince blubber & sea

(Friday) Sent with bailing at 9 am towed from both Steamers (August 24th) 2 boats Steamer going quick to windward could not get on at Anacortes came on board Died fast bailing at daylight finished 2 Do.

(Saturday) Sent with nothing in sight east gone on shore for (August 25th) a third officer at 1 pm the other Steamer Hassler Peter Phillips for one season as boatsteerer & head cutter and are Francisco to work his passage up to Seattle

Log of Barque Greyhound of Westport

(Wednesday August 15th) Com with Moving down our boat gone in shore for whales at 1 pm returned down nothing at 4 pm finished

(Thursday August 16th) Moving down decked up, part out Starboard boat & took in Spare Boat to repair &c

(Friday August 17th) Com with lowering boats, 2 out two from the Dayton, the other Ships boats bound in here at 12 pm

Started for the Ship, Saw nothing one can out sent from the Ships lowered astern going to windward quick could not get on at 2 pm came on board Stay &

(Saturday August 18) Com with lowering Starboard and waist boat and two from the other Ship at Meridian boat, came on board Saw a Cow and Calf Coming to windward

Our waist boat struck at 2 pm & boats lost sight running quick to windward Spouting blow at 2 pm dead whale Started to row to Leeward very rugged and fresh at 11 pm took him along side of the Barque Finishing at 2 am got heading on at daylight finished Cutting and went on board this &c

(Sunday August 19) Com with with getting breakfast and fitting boats at 7 am Lower two boats to look for whales. at Meridian, Came on board Saw nothing at 4. Ship dragged here up boat chain Made sail working to windward at 5 pm Came to anchor in Satherin

(Monday August 20) Com with Struck nor the no whales in sight Monday Sent Boats the day

Left Sta Barb Lat

Remarkable occurrences

(Sept 6th) Commences with fine weather at 4 pm sent the boats ashore
(Wednesday) got on board 11 Hogsheads of Water
(August 30th)

(Sept 7th) Commences with fine weather at 4 pm sent the boats ashore
(Thursday) other Ship's boats struck adrift but we got them
(August 31st) got underway with the Hawser to work to windward
at 4 pm took him a long side at 5 pm got him
in hauled Sail and came to anchor in Simons Bay
Mr Hart employed in cutting up Blubber &c &c

(Sept 8th) Commences with Clear fine Weather at 7 am sent a Man and
Friday) all hands on the boats from each Ship to assist
September) boat towed the Coll the others the Man Killed her
(1st) took her along side of the other Ships at 9 am at Noon
got him cut in Latter employed in Mincing Blubber &c &c

(Sept 9th) Commences with Boiling this day Strong Breze no Sea to
Saturday) Right thro Ens
September
Second

(Sept 10th) Commences with Boiling no Sea to Right
Sunday) (third) finished boiling and Cleared up Decks

(Sept 11th) Commences with no Sea to Speak and so on through
Sunday 4 9) the day

(Sept 12th) Commences with nothing in Sight employed in Cooperage
September 8th) with &c &c

Log Of Barque Greyhound of Westport

(Sunday 6th) Cont with Strong Gales & Heavy Seas at Noon Hove to Pumping
(Monday 7th) and got under way and kept up to Soundings
(Tuesday 8th) at 8 pm came to Anchor in 8 fathoms water Sandy

(Wednesday 9th) Cont with latter part Moderate no Latitudes here
(Thursday 10th) at noon Strong Breezes & Cloudy

(Friday 11th) Cont with rowing 16 pm when came off had
(Saturday 12th) Cut & boat Loaded Sail

(Sunday 13th) Cont with getting off all we can at 8 pm got off
(Monday 14th) & boat Loaded employed in Cutting it up Do Do

(Tuesday 15th) Cont with heavy Surf on both Starboard Cable
(Wednesday 16th) on the bow & so can get under way Rolling
(Thursday 17th) up to Sundries & Ends Civil Time

Sea account

(Friday 18th) Cont with Cutting up Sand heading off Shore
(Saturday 19th) Sagrange in company having Obtained 100 Gls
(Sunday 20th) a piece of whale oil at 4 pm to Stand off Shore
at 8 to Sea in Mid and Latter heading off Shore
nothing in Sight

(Monday 21st) Cont with Strong Breeze at 2 pm to See Ship Sagrange
(Tuesday 22nd) in Shore & can heading off Shore at 4 to Sea in
Mid and Latter Moderate in Sight on the Sea this Day

Sailing of Vessels in Harbor

(Monday) Cast with light trades heavy in Harbor at 6 pm
(Tuesday) tacked off shore Land dist one mile at 9 pm
(September 13th) to sea in Hove at 11 tacked off shore rain
at 8 am tacked in from the Land

(Wednesday) Cast with strong trades unbent fly Jib to repair
(Thursday) bent new one unbent fore staff bowsprit to cut off
(September 14th) to repair fly Jib bent new fore staff bowsprit at 6 pm
to stay off shore Land distant 2 miles at this time at the helm

(Friday) Cast with light trades Baggage in sight on the side of flat
(September 15th) Island fast heading of shore hove fast cleaning ship decks in shore

(Saturday) Cast with light trades and heavy swell sent down
(Sunday) two tops gallant to repair at 4 pm bent it this morning
(September 16th) off Gibson at daylight tacked in close the same thick
J. L.

(Monday) Cast with light cross heading in at 6 pm got anchor off the
(September 17th) bower land distant 2 miles at daylight sent boats
at 7 I am came to anchor in Savannah do fast getting
casks ready for water

(Tuesday) Employed in conveying casks for water to take to repair
(Monday) casks Dined time take the sea Baggage came in
(September 18th)

(Tuesday) Cast with fair weather sent repair on shore Carpenter
(Thursday) not get it off in one tide employed in stowing
(September 19th) Salt water J. L.

Log of Harpie Gunboat

Sunday) Com' with pleasing weather at 10 am got off last
boat Easily in getting three casks this day Discharged
(Sept 6th) Mr Williams Second Officer & Midshipman Carew
to being tired of the voyage and is on shore & he

Monday) com' with Landing in a Raft got it filled and towed
(Sept 7th) it down to the Mouth off the river boats came on
board at daylight now in for the rest at Noon got
got it on board and 40 Bbls Salted

Tuesday) Com' with Staving water and other duty Pete the Seaman
(Sept 8th) & Jean Baptiste off sick at this day discharged 2 Spaniards
their time being out to Day

Wednesday) Com' with Staving water and taking in provisions
(Sept 9th) at 4 pm left vessel on shore to get 6 men to
Sign the Shipping papers Some
men that Shipped at the Canaryes did
for one year where their ones no Consul they Sign
as Sailors what the Captain does up the Captain
to them on Shore to Sign to that Effect their
time being up in March next On coming to the
Consuls Office they would not Sign nor would
not go in the Ship the Captain ordered them in
the boat & Informe the Consul they would not
go had to call out Soldiers and use force
to get them in the boat four of them one a
Shipped in boat had no trouble with a guard
of four Soldiers came off with them put two
of them in irons for safe keeping for the night
this Ins Set in Shore

Sunday January 24th

(Monday 25th) Comm' with the Ship ready for the sea & Mate & Crew aboard, Hove in the Cable & Sailed from Port Jackson (Tuesday 26th) Pilot came off & then Left Sydney

(Wednesday 27th) Comm' with calm Cant get out Boat Sent a Sailor aboard (Thursday 28th) in at anchor at 6 fm Middle Light NE Cable to the Southward (Friday 29th) Sent boat to tow him at Point Piper & Left Anchor

(Saturday 30th) Comm' with cast on board this day Sent boat Pilot (Sunday 31st) Boat returned on Shore about high water Sheered (September 1st) in along Passage to the East in Case Carried [illegible] Signs the Ship very Foul & Sent boat towards Bay for Pinta Lazzarone &c Company Left Employed in Setting [illegible]

(September 2nd) Comm' with light airs Ship heading NEby E & SEby (Thursday 3rd) tacked off Shore at 5 fm tacked in at 6 fm to the (Friday 4th) off Point Stony Breys Light bore &c.

(September 5th) Comm' with light breze at 6 fm Cast Shore (Saturday 6th) in Sight tacked off Shore Point Stony (Sunday 7th) Light bore the same Heading in Shore &c

Log of Barque Bothwell of Sunderland

Saturday Commences with strong breezes & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Sunday Commences with strong breezes & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Monday Commences with strong winds & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Tuesday Commences with strong winds & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Wednesday Commences with strong winds & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Thursday Commences with strong winds & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Friday Commences with strong winds & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Saturday Commences with strong winds & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Sunday Commences with strong winds & squally weather & from 4 to 8 o'clock AM shortened sail to double reefed topsails & reefed foresail & mainsail at 8 AM set the latter & at noon set the fore topmast staysail & at 1 PM set the main topmast staysail at 2 PM set the main topgallant sail at 3 PM set the fore topgallant sail at 4 PM set the mizzen topgallant sail at 5 PM set the mizzen topmast staysail at 6 PM set the main royal at 7 PM set the fore royal at 8 PM set the mizzen royal at 9 PM set the main skysail at 10 PM set the fore skysail at 11 PM set the mizzen skysail at 12 PM set the flying jib

Ct Chelsea Sessions

(Friday) Cert with the following various Goods etc to be seized (Monday) Seaboard noted on the 18th inst Sundry hours (18th 19th) to Gr

(Tuesday) Cert with various Goods this day The Boat Thief (Tuesday) Officer came on board to detain one Thos Bell (October 4th) in irons &c

(Wednesday) Cert with this day the Capt (Wednesday 5th) absconded &c

(Thursday) Cert with Gentry of Vegetables and Fruit (Thursday October 6th) Sundry for Sea &c

(Friday) Cert with Gentry of this day turned the Capt (October 7th) and this day Thomas Miller Confessions to the Council of Boat Steerman on board the lying Thief and Demanded and the Council ordered him out of the Ship and he was discharged Thief & Boatsteerman this day &c

Lacy Of Parylle Greshound Of Desp

(Sunday
Saturday
October 5th)

(Monday Dec Second) Com with ebb coming off at 4 pm have
(Tuesday) up anchor and got under way Stood out to Sea
(October 6th) & then all told out one Sick when fired on Sailor
heaving off Shore & Anchored in 8 fm

Lott 6.59 Long 5.10

(Monday
Tuesday) Com with Light Airs & Calms & pm
(October 7th) backed off Shore carrying 11 Sail at Midnight Sailed
in Sight of Com Sea Land Cape Henlopen W
Most part and Painting Ship Sea

Lott 38.27 Long 74.21

(Tuesday
Wednesday) Com with light Airs & Calms pm backed off Shore
(October 8th) Sail Land clear 3 Miles Anch and Sett Sail
& Run Away Course from the Land the Sea

(Wednesday) Com with light Easterly Airs Hauling off Shore
Thursday) at 4 pm backed Ship in Shore & Sailed
(October 9th) employed in Painting Ship inside on the
Starboard Side Sea hauling off Shore &
Shaping our Course Away course Sea End

Round Tamarind Key Collins Ground

(Monday) Cam' with light breeze at 4 pm finished forenoon
(Sunday) and sent it ship heading in the Anchor
(October 15th) the same latter portion Do Gus

(Tuesday) Cam' with light breeze at 4 pm finished forenoon
(Monday) and sent it ship heading in the Anchor
(October 16th) with Light Do Gus

Pilot Rose 79 25

(Wednesday) Cam' with thick weather at 7 pm Tacked Ship
(Tuesday) Ship at one Tacked in the Anchor
(October 17th) with Light Do Gus

Pilot Rose 79 25

(Thursday) Cam' with thick weather at 7 pm Tacked Ship
(Monday) Light Tacked Ship at one Cam
(October 18th) with Ship in the thick weather Heading
in the Anchor

Dep of Docks Department of Docks

Saturday Jan 11th 1896 Weather Shf cloudy & Warm
Wind S.W. Sea Moderate Ebb & Flood
Light Vessels Relieved Light Vessel No 71 off Sandy Hook reports at 4 pm Tactical Shifted to Light-vessel at 10 am Sandy Hook 2 ft

Left 10.45 Light 78.06

Saturday Jan 11th 1896 Weather Shf cloudy & Warm
Wind S.W. Sea Moderate Ebb & Flood
Light Vessels Relieved Light Vessel No 71 off Sandy Hook reports at 4 pm Tactical Shifted to Light-vessel at 10 am Sandy Hook 2 ft

Left 10.45 Light 78.06

Saturday Jan 11th 1896 Weather Shf cloudy & Warm
Wind S.W. Sea Moderate Ebb & Flood
Light Vessels Relieved Light Vessel No 71 off Sandy Hook reports at 4 pm Tactical Shifted to Light-vessel at 10 am Sandy Hook 2 ft

Left 10.45 Light 78.06

Saturday Jan 11th 1896 Weather Shf cloudy & Warm
Wind S.W. Sea Moderate Ebb & Flood
Light Vessels Relieved Light Vessel No 71 off Sandy Hook reports at 4 pm Tactical Shifted to Light-vessel at 10 am Sandy Hook 2 ft

Left 10.45 Light 78.06

Found On The Gallas Ground

(illegible) ... with a big Sky in the ... (illegible) then the ... (illegible) and hang ... the ... of ... and ... the ...

(illegible) ... with a light-brown ... (illegible) ... on the ... and ... (illegible) ... light ... the ...

(illegible) ... with ... brown ... (illegible) ... nothing in ... but ... (illegible) ... already ... Back ...

No Expression

(illegible) ... with ... brown ... Sky ... (illegible) ... Grass ... in ... Shadow ... (illegible) ... but ... Strong ... the ... and ... Reading ... Newspaper ... Nothing in ... Sight ...

No Expression

Log of Barque Gertrude of Dublin

Wednesday Cast sun with strong breeze and hazy weather
(February 28th) at 1 PM set sail in Store Bay & at 4 PM Shot Strong
(October 28th) winds & Current down past Carlisle & Pelican
& Sun

Lat 12.20 Lat 78.44

Thursday Cast with fine weather at 1 PM Bent fore topsail
(February 29th) nothing in sight Middle part Strong breeze in
(October 29th) Store at 5 PM Bent down Trysail to
reefs & Sundry nothing in sight

Lat 12.09 78 70

Friday Cast with light breeze Shifting to Strong breeze in
(March 1st) Store at 4 PM finished Storm Sails
(October 30th) and bent at Night weather nothing in sight
Middle part Strong breeze in Store at daylight Bent Fore
& Main Course Set Blacksmith in Cabin to

Lat 12.04

Saturday Cast with light breeze & Overcast Shifting
(March 2nd) to Strong Breeze & Squalls Set Main
(October 31st) Course & Bent the Cables at 2 PM Saw the Island
of Barbuda Distant 12 Miles at 5 PM Saw
the Shipping at Antigua at 6 PM
Landed the Store at 7 PM Saluted the Fort with 7 Guns
in Sight one Dutch Sloop Rigged &c &c

Lat 12.34

Sound towards the Callao Ground

[illegible] and with light airs [illegible] the
[illegible] Sail in Sight - Shed and [illegible] we Sail in
[illegible] Light - nothing else [illegible]

Lat — 12 . 27

[illegible] Carr' with light airs the Sail leading in the 1st
[illegible] Colours to be worked English Ship's Ret - Shew the
[illegible] Callao Bound to the Chinches Shed colours
the light breze Employed in Sailing Ships as well as Sail

Lat — 12 18

[illegible] Carr' with light breze N & from the Southward
[illegible] steered without Success going to windward
[illegible] Shed and hoisted colours and hoisted
2 Jacks in Sight - this Day

[illegible] Carr' with colours at 8pm Sight Ceased Cannon
[illegible] Shot off Shed 25 & Sail Sight &c
[illegible] the rest in to the Shore 2 Canoes

Light Airs & Calms

86 Observation

Dep of Navy Engineer of Docks

(a a)
(Seattle) Com' with light ebb tide in S Sound
(Mukilteo) in light at ferry landing in Puget
Sound thence N 1/2 W 1 mile to Edwards Point
Thence N 1/2 W 1 mile to Edwards Point
So Sur

(a a a)
(Seattle) Com' with flag staff on west end of
Whidby) Island to seaward of Double Bluff
Island) and to sea in 6 fms water in Puget Sound
Thence to Edwards Point
So Sur

(a a a)
(Seattle) Com' with flag staff on west end of
Whidby) Island to seaward of Double Bluff
Island) and to sea in 6 fms water in Puget Sound
Thence to Edwards Point
So Sur

(a a)
(Seattle) Com' with flag staff on west end of
Whidby) Island to seaward of Double Bluff
Island) and to sea in 6 fms water in Puget Sound
Thence to Edwards Point
So Sur

(a a)
(Seattle) Com' with flag staff on west end of
Whidby) Island to seaward of Double Bluff
Island) and to sea in 6 fms water in Puget Sound
Thence to Edwards Point
So Sur

(a a)
(Seattle) Com' with flag staff on west end of
Whidby) Island to seaward of Double Bluff
Island) and to sea in 6 fms water in Puget Sound
Thence to Edwards Point
So Sur

(a a)
(Seattle) Com' with flag staff on west end of
Whidby) Island to seaward of Double Bluff
Island) and to sea in 6 fms water in Puget Sound
Thence to Edwards Point
So Sur

Cruising On The Tallac Course

(Mts) Com' with Stony Creek at 2 pm set Jumbo in mark right (Wdata) at 2.30 pm Started out Shy in Shore Wind & Left Newcastle) Some nothing in sight to Sun

Lat 15.36

(Mts Cc Cc) (Cattle) Com' with Stony Creek at 4 pm increasing Northerly Wind reefed and took in Courses heading in Shore Wind Moderate (Cattle) Some Latter Began obtained Lat Sun

Lat 15.18 Long 11.35

(Mts Cc Cc) (Mts) Com' with Stony Creek the other Began in sight Pursuits) at 6 pm Started out heading in Shore Wind Moderate Newcastle) Some Latter the same Weather Began in sight

Lat 14.30 Long —

(Mts Cc Cc) (Mts) Com' with light breeze Sun Started out Tallac Course)) can hardly get one at 6 pm Sun Set Course Wind Newcastle) In Bikes now Ship off Shore I can see Ship in Shore Employed in repairing Rig mostly & took fine weather entirely in Sight

Lat 13.39

Log of Barque Gulhorn of Belfast

(Commander) Sunday 10th) Sent with fine weather. Fired in night at 6/m to call in Pilot Sails Took dist to Sea 167 Miles Monday (11th) at 1/m Passed the Mitchenight buoy to the Nor'd of Skua at daylight Made sail to Sea

(Commander) Tuesday 12th) Sent with light winds at 6/m Skate Bergue Wednesday 13th) Taken a Sunset Midnight obser'd the the Variation a Shoal of blackfish to Sea

Lat 11.09 Lat Mer 07

(Commander) Thursday 14th) Sent with light airs at 4/m one Sail in Sight Friday 15th) at 6/m Shortened Sail in Case Night the Same Saturday 16th) at daylight Commenced on the Starboard Journal at Sunset Passed between the Sheets of the Great Isaac in a greasen Piece 9 feet long 2 1/2 inches thick to Sea one Sail in Sight Hauling off the

Lat 13.. 09

(Commander) Sunday 17th) Sent with Variable light airs at 8/m Sail in Sight Monday 18th) at 8/m finished Hauling in the Log Sent up the Stay Sail Tuesday 19th) Sent Boat on board the Seawall and sent Mr ... Shoe mutting on light Sail Set Studding Sail Sheet at daylight Made all Sail Signalized with Ship Telegraph of North Isle 2 Sail in Sight to S

Lat - 14.10 Lat 76.43

Cruising On the Cellao Ground

(August 5th) Cont with Strong breezes and fine weather standing in Light & Variable Winds & Calms Employed Cruising off Shore Wind the Same at 10 am Discovered two Whales Spouting to the Southward & Eastward in Sight

So Em

Lat 15.. 10

(August 6th) Cont with fine weather standing in Light & Variable Winds & Calms Employed Cruising off Shore Wind Still Heading off Shore Lost Sight of Whales at 11 am Kept off for Ker at 11 am Steering in Shore the rest of 3 Ships the Same So Em

Lat 15.. 20 N Cont.. 72.. 10

(August 7th) Cont with Moderate weather at 3/m Saw Sail Standing for whales & Boat Struck at 4 pm whales running to windward Killed them & took in Sail Lowered Boats in Chase whales going quick Starboard Boat Struck but got 80 fathoms Line not Secured Iron did not Lay Whales Still Heading off at 6/m Starboard Boat Struck again 2 Irons not Secured good Flowes Starboard Boat struck & Sank Came on board Harpoon Line did not Come Mate Struck Whale Heading N

(August 8th, Moderate) (August 9th)

Log of Voyage Southward of Sidney

Saturday Jan 1st Set sail with light breeze & fair at 1 pm the Saturday Set sail & Ride clear of Sydney Harbour at 6 pm Sunday Jan 2nd) We did not see any whales in a half hour took them up again the other boat harpooned & cut adrift to Ride at 4 pm raised a large whale off the weather quarter adrift 2 miles to windward for him to pass clear to a corcass and get gallied a clumsy sight there. Stopped down one boat and a half came up & Rides to harpooned went down before we could get their Spouted 3 times struck wounded did not see him again clerk came on board shortened sail Set sail to the light ships & Ship no sight all got nothing to

Lat 14.00 Lon 22.59

Monday Jan 3rd) Set with light breze that kept all this Sunday) Ship in sight and at Sundown at 6 pm Jan 4th) Shortened sail more that kept all in sight ship nothing to do

Lat 14.41 Lon 23.46

Tuesday Jan 4th) Set with light airs one sail in sight all Wednesday) the wind veering to the northward and Jan 5th) Came like the same Latitude all

Lat 15.05 Lon 25.05

Cruising On the Italian Ground

(Stromboli) Can't with fine weather ship bearing N.E. by E. (Vulcano) Eastward distant 5 miles in sight with Lipari (Salina N.E.) Island N.E. by E. to the Eastward the Island 2 Leagues in sight all hungry &c &c

(Lipari) Can't with fine weather ship bearing N.E. by E. (Salina) 2 from Lipari Island 5 Leagues in sight (Panaria N.E.) N.E. 6 from Point in sight more ship that bears N.E. Point the Island Panaria bearing N.E. by E. 5 Leagues in sight &c &c

Lat 38.11

(Stromboli) Can't with strong breezes & Seas in sight (Filicuri) to from more ship to the Eastward of the Island (Alicuri N.E.) & the Westward 2 Leagues in sight &c &c

Lat 38.41 Lon 14.83

(Filicuri) Can't with with strong breezes & Seas in sight (Alicuri) & from more ship to the Eastward of the Island (Salina N.E.) Some Islets Westerly the Sea nothing in sight &c

Lat 38.54 Lon 15.23

Log Of Barque Shetland Of Sea

8 (Sunday) Cont with fine weather nothing in sight but
(September) Ships Boat calm Latter part do Ships in sight
Sept 26th) all day nothing do do

Lat 14.56

9 (Monday) Cont with fine clear weather 6 Ships in sight
Sept 27th) during nothing set 6 pm was Lat & Lon Observed
& Ships were to the westward 6 in sight 5

Lat 15.05 Lon 28.27

10 (Tuesday) Cont with Strong winds & Ships in sight 6
September) Split Jorgue Sheermast and Bowsprit Lower
28th) Mast and Little Stay Sails nothing in sight
& do

11 (Wednesday) Cont with Rugged weather Split the Jeno Little
September) part employed in repairing Sails the Job to do
29th) this day discouraging time thus

Lat 14.51 Lon 26.11

Tuesday Oct 25th Sheerness

(Wednesday) Comm' with Strong breezes & hazy with rain at 8 fm
(Wednesday 26th) hard Gale at 9 fm then Moderate & more Clear
to the northward & Wind Variable Latter part Employed in getting
Ballast in & Receiving do do

Left

(Thursday) Comm' with Moderate weather getting in Ballast
(Thursday) hard rain at 5 fm Hoisted Pendant
December first & Employed this day mind this Latter part
Moderate Latter part in Shore Hands at 4 pm

Left Yt 16 Light a Head

(Friday) Comm' with Strong winds Westerly & hazy at 6 fm
(Friday) Employed getting Ballast Main Course Hoisted and
(Saturday Second) Latter part Weather getting out Water 2 fm

(Saturday) Comm' with Moderate weather Employed in Hoisting
(Saturday) at Daylight Seen the Land of Foreland bore about
December third) 7 Miles Seen a Ramsgate Lugger Standing
best Coast by Wind Course Eastward Boat Standing
best Course both in Shore at 9 40 Hoisted Jack
in getting 2 Anchors at Sun Set Moor in the Buoys Light
out Moor in the Night out Veered Cable Both the Ships
Buoys to at the best Close of the Buoys Got Clear
and Steered in and Hoisted up the Fore Sail
Commenced Loading off Shore 2 fm

Lacey C. P. Virgin Gulfstream Of Dutton

(Sunday) Cool with fluffy clouds Sun Shone out from
(Monday) in and hooked in behind in the Pine Forest the
(December 4th) rim Moon Rose out great Moon Face at the
time but first it would dive into the Pine again
at 2 pm comes out behind Heavy Fluffy Clouds
Sun left Sky and the Moon Rose and Moon Rose
and left Sky and Sun on the West Side Sea

Pitt 15.11 Lat 77.24

(Sunday) Cool with light gale and Sea Swell Ship
(Monday) making Reef Courses in Mind and Little Sun
December 5th) nothing in Sight So Lon

Pitt 13.40

(Sunday) Cool with Many Miles more Ship to the Eastw
(Monday) Miles the Sun Rose on Starboard Quarter
December 6th) in Sight So Lon

Pitt 12.31

(Sunday) Cool with light Airs & Calms in Sight at 4 p
(Monday) Passed to the Mast Quarter in Sight at 6 pm Sun
December 7th) Sail at daylight now in Sight on Starboard
and all to Wind a Little forward a Sun till Sunset
& Moon Rose all Day Sun at 11 am Sun
Rose a little Ship Made all Sail Steering ship for
the other Course So Lon

Cruising On The Gallao Station

(Wednesday) Comm with fine weather Sail in sight
(Thursday) Comm with fine weather Sail in sight
(Friday) Comm with fine weather Sail in sight
(Saturday) Comm with fine weather Sail in sight
(Sunday) Comm with fine weather Sail in sight
(Monday) Comm with fine weather Sail in sight
(Tuesday) Comm with fine weather Sail in sight

Log Of Barque Guiscard of Bristol

(Saturday) Com' with fine weather Hd off Shore
(September 1st) Sent the Jolly Boat on board a Brig in sight but was not able to

Lat 44 25 Long — 7 16

(Sunday) Com' with moderate weather nothing in sight at
(September 2nd) 3 pm more Hd to the Eastward Split Sail at
(Monday 3rd) daylight Made all Sail & Saw Land in sight at 9 am
Struck Soundings Kept off and run 6 Miles Saw
Nothing as usual at 11 pm Tacked to the nor
So Ea

(Tuesday) Com' with fine weather Hd to the Eastward at 4 pm
(September 4th) tacked Hd to the Southward at 6 pm
Wednesday 5th) moderate weather Saw nothing as usual at 11 pm
Tacked Hd to the Eastward at 6 am Saw Land in sight

Lat 44 15 Long — 4

(Tues 9
(Oct 1775) Cont with fine weather and fair wind Steering
(Tuesday) by the Courses as before Saw
(Oct 16th) Red light in the Bearing of the
Do Do

Lat 14.36

(Tues 9
(Oct 17th) Cont with light wind Steering by the Courses
(Saturday) at 4 Saw Ben Blackfish going with the Current
(Oct 19th) Lowered the Boats without Success Red light as
before the same Bearing as Light Do Ds

(Tues 9
(Oct 19th) Cont with light airs & Calms
(Monday) Saw Ben Blackfish & Porpoises as
(Oct 23rd) before Red light as Light Do Ds

(Tues 9
(Oct 23rd) Cont with light airs & Calms at 6/4
(Monday) Hoisted out Boats in Hopes of Light airs
(Oct 30th) after Steering the Same Courses as Light airs
Do Ds

Lat 11.26 Long 17.48

Log of Barque Gulnare of Bath

(cc ccc 5m)
Tuesday (and with light airs veering to S.W. & W.S.W. at 1pm
(Twenty-third) breezing up at 4pm & blowing a strong gale at 6pm
hove to under close reefed main sail & reefed fore sail
with light airs & fine weather

Lat 14.20 N.66

(m m 11)
Wednesday (and with light airs & fine weather & smooth sea
(Twenty-fourth) all sail set at 8am & shortened down to close reefed main sail
at 11am & set again at 4pm
with light airs & fine weather

Lat 14.50 N.53

(m m 0)
Thursday (and with light airs veering to S.W. & blowing a strong gale
(Twenty-fifth) at 1pm hove to under close reefed main sail & reefed fore sail
at 4pm & set again at 8pm
with light airs & fine weather

Lat 14.39 N.55

(m m 0)
Friday (and with strong breezes & squally weather
(Twenty-sixth) with frequent heavy showers of rain
with light airs & fine weather

Lat 14.20 Lat N.47

Tuesday On The Yellow Present

(Mitt) Cent with fine sweetie sitting in sight—Maid sent
(Mitten) all Dick Set like his white sitting in sight &
(Dimmick)

Lett 14.20 77 41

(Mitt) Cent with his horse & Dick in sight Field
(Dimmick) fence of the in the West Dick Kitts Dick
(Dimmick) in sight—Dancing for Nobody & Co

Lett 15.10 77.41

(Mitt) Cent with Stay Dick in sight Field
(Mitten) Dick in sight—Dancing for Nobody & Co

Tuesday (Mitt) Cent with Stay Dick Heavy Field
(Dimmick) Dick in sight—Dancing for Nobody & Co
Dancing Field Stay Dick Heavy Dick
Dick in sight & Co

Lett 14.29 76.36

Log of the Voyage Commenced 1st Sept

Monday 1st Sept Cm' with Strong winds & Squally weather
Tuesday 2nd Sept 6 Sail in Sight at 4 pm Saw the Land
Wednesday 3rd Sept Cm' with Strong winds & Squally weather
Thursday 4th Sept 3 Sail in Sight at 6 pm Saw the Land

Lat 14.53

Friday 5th Sept Cm' with Moderate winds 3 Sail in Sight
Saturday 6th Sept 4 pm Saw the Land Off Deal at 7 pm
Sunday 7th Sept Cm' with Moderate winds 6 Sail in Sight
Monday 8th Sept 6 pm Saw the Land Off Deal at 7 pm
Tuesday 9th Sept Cm' with Moderate winds 6 Sail in Sight
Wednesday 10th Sept Cm' with Moderate winds 5 Sail in Sight
Thursday 11th Sept Cm' with fine weather 5 Sail in Sight
Friday 12th Sept Cm' with fine weather 5 Sail in Sight
Saturday 13th Sept Cm' with fine weather Saw Deal
Sunday 14th Sept Cm' with fine weather Saw Deal
Monday 15th Sept Cm' with fine weather 5 Sail in Sight
Tuesday 16th Sept Cm' with fine weather 5 Sail in Sight
Wednesday 17th Sept Cm' with fine weather 5 Sail in Sight
Thursday 18th Sept Cm' with fine weather 5 Sail in Sight
Friday 19th Sept Cm' with fine weather 5 Sail in Sight
Saturday 20th Sept Cm' with fine weather 5 Sail in Sight
Sunday 21st Sept Cm' with fine weather 5 Sail in Sight
Monday 22nd Sept Cm' with fine weather 5 Sail in Sight
Tuesday 23rd Sept Cm' with fine weather 5 Sail in Sight
Wednesday 24th Sept Cm' with fine weather 5 Sail in Sight
Thursday 25th Sept Cm' with fine weather 5 Sail in Sight
Friday 26th Sept Cm' with fine weather 5 Sail in Sight
Saturday 27th Sept Cm' with fine weather 5 Sail in Sight
Sunday 28th Sept Cm' with fine weather 5 Sail in Sight
Monday 29th Sept Cm' with fine weather 5 Sail in Sight
Tuesday 30th Sept Cm' with fine weather 5 Sail in Sight
Wednesday 1st Oct Cm' with fine weather 5 Sail in Sight
Thursday 2nd Oct Cm' with fine weather 5 Sail in Sight
Friday 3rd Oct Cm' with fine weather 5 Sail in Sight
Saturday 4th Oct Cm' with fine weather 5 Sail in Sight
Sunday 5th Oct Cm' with fine weather 5 Sail in Sight
Monday 6th Oct Cm' with fine weather 5 Sail in Sight
Tuesday 7th Oct Cm' with fine weather 5 Sail in Sight
Wednesday 8th Oct Cm' with fine weather 5 Sail in Sight
Thursday 9th Oct Cm' with fine weather 5 Sail in Sight
Friday 10th Oct Cm' with fine weather 5 Sail in Sight
Saturday 11th Oct Cm' with fine weather 5 Sail in Sight
Sunday 12th Oct Cm' with fine weather 5 Sail in Sight
Monday 13th Oct Cm' with fine weather 5 Sail in Sight
Tuesday 14th Oct Cm' with fine weather 5 Sail in Sight
Wednesday 15th Oct Cm' with fine weather 5 Sail in Sight
Thursday 16th Oct Cm' with fine weather 5 Sail in Sight
Friday 17th Oct Cm' with fine weather 5 Sail in Sight
Saturday 18th Oct Cm' with fine weather 5 Sail in Sight
Sunday 19th Oct Cm' with fine weather 5 Sail in Sight
Monday 20th Oct Cm' with fine weather 5 Sail in Sight
Tuesday 21st Oct Cm' with fine weather 5 Sail in Sight
Wednesday 22nd Oct Cm' with fine weather 5 Sail in Sight
Thursday 23rd Oct Cm' with fine weather 5 Sail in Sight
Friday 24th Oct Cm' with fine weather 5 Sail in Sight
Saturday 25th Oct Cm' with fine weather 5 Sail in Sight
Sunday 26th Oct Cm' with fine weather 5 Sail in Sight
Monday 27th Oct Cm' with fine weather 5 Sail in Sight
Tuesday 28th Oct Cm' with fine weather 5 Sail in Sight
Wednesday 29th Oct Cm' with fine weather 5 Sail in Sight
Thursday 30th Oct Cm' with fine weather 5 Sail in Sight
Friday 31st Oct Cm' with fine weather 5 Sail in Sight
Saturday 1st Nov Cm' with fine weather 5 Sail in Sight
Sunday 2nd Nov Cm' with fine weather 5 Sail in Sight
Monday 3rd Nov Cm' with fine weather 5 Sail in Sight
Tuesday 4th Nov Cm' with fine weather 5 Sail in Sight
Wednesday 5th Nov Cm' with fine weather 5 Sail in Sight
Thursday 6th Nov Cm' with fine weather 5 Sail in Sight
Friday 7th Nov Cm' with fine weather 5 Sail in Sight
Saturday 8th Nov Cm' with fine weather 5 Sail in Sight
Sunday 9th Nov Cm' with fine weather 5 Sail in Sight
Monday 10th Nov Cm' with fine weather 5 Sail in Sight
Tuesday 11th Nov Cm' with fine weather 5 Sail in Sight
Wednesday 12th Nov Cm' with fine weather 5 Sail in Sight
Thursday 13th Nov Cm' with fine weather 5 Sail in Sight
Friday 14th Nov Cm' with fine weather 5 Sail in Sight
Saturday 15th Nov Cm' with fine weather 5 Sail in Sight
Sunday 16th Nov Cm' with fine weather 5 Sail in Sight
Monday 17th Nov Cm' with fine weather 5 Sail in Sight
Tuesday 18th Nov Cm' with fine weather 5 Sail in Sight
Wednesday 19th Nov Cm' with fine weather 5 Sail in Sight
Thursday 20th Nov Cm' with fine weather 5 Sail in Sight
Friday 21st Nov Cm' with fine weather 5 Sail in Sight
Saturday 22nd Nov Cm' with fine weather 5 Sail in Sight
Sunday 23rd Nov Cm' with fine weather 5 Sail in Sight
Monday 24th Nov Cm' with fine weather 5 Sail in Sight
Tuesday 25th Nov Cm' with fine weather 5 Sail in Sight
Wednesday 26th Nov Cm' with fine weather 5 Sail in Sight
Thursday 27th Nov Cm' with fine weather 5 Sail in Sight
Friday 28th Nov Cm' with fine weather 5 Sail in Sight
Saturday 29th Nov Cm' with fine weather 5 Sail in Sight
Sunday 30th Nov Cm' with fine weather 5 Sail in Sight
Monday 1st Dec Cm' with fine weather 5 Sail in Sight
Tuesday 2nd Dec Cm' with fine weather 5 Sail in Sight
Wednesday 3rd Dec Cm' with fine weather 5 Sail in Sight
Thursday 4th Dec Cm' with fine weather 5 Sail in Sight
Friday 5th Dec Cm' with fine weather 5 Sail in Sight
Saturday 6th Dec Cm' with fine weather 5 Sail in Sight
Sunday 7th Dec Cm' with fine weather 5 Sail in Sight
Monday 8th Dec Cm' with fine weather 5 Sail in Sight
Tuesday 9th Dec Cm' with fine weather 5 Sail in Sight
Wednesday 10th Dec Cm' with fine weather 5 Sail in Sight
Thursday 11th Dec Cm' with fine weather 5 Sail in Sight
Friday 12th Dec Cm' with fine weather 5 Sail in Sight
Saturday 13th Dec Cm' with fine weather 5 Sail in Sight
Sunday 14th Dec Cm' with fine weather 5 Sail in Sight
Monday 15th Dec Cm' with fine weather 5 Sail in Sight
Tuesday 16th Dec Cm' with fine weather 5 Sail in Sight
Wednesday 17th Dec Cm' with fine weather 5 Sail in Sight
Thursday 18th Dec Cm' with fine weather 5 Sail in Sight
Friday 19th Dec Cm' with fine weather 5 Sail in Sight
Saturday 20th Dec Cm' with fine weather 5 Sail in Sight
Sunday 21st Dec Cm' with fine weather 5 Sail in Sight
Monday 22nd Dec Cm' with fine weather 5 Sail in Sight
Tuesday 23rd Dec Cm' with fine weather 5 Sail in Sight
Wednesday 24th Dec Cm' with fine weather 5 Sail in Sight
Thursday 25th Dec Cm' with fine weather 5 Sail in Sight
Friday 26th Dec Cm' with fine weather 5 Sail in Sight
Saturday 27th Dec Cm' with fine weather 5 Sail in Sight
Sunday 28th Dec Cm' with fine weather 5 Sail in Sight
Monday 29th Dec Cm' with fine weather 5 Sail in Sight
Tuesday 30th Dec Cm' with fine weather 5 Sail in Sight
Wednesday 31st Dec Cm' with fine weather 5 Sail in Sight

Cruising On The Coffee Ground

Tuesday Morning Sept 18th 60

Comm with fine weather nothing in sight - but 2 sails in sight -
the same latter part 2 sail in sight Do Do

Lat 44.24 Long 77 00

Comm with fine weather nothing in sight at 8 for Shot
Run 10) Barque Etchelat hoisted Pilot Jack Recd the
Second proved to be Pinkerton Do Do Do

Lat 44.10 Long

Comm with fine weather Shifted Reading off Stern at 8 for Run
Miles) Knuckleish going South at 8 for near Ships in Sight
Noon. Part light Airs & Cloudy with Sail in sight
Latter part Sail in sight and Pinkerton Do Do

Comm with fine weather Sail in Sight at 8 for Shot
Miles) Ship Amiel from Reading off Stern Latter part
Pinkerton) Same nothing in Sight Sail in Sight Do Do

Lat 44.19 Long

Long Ct Range Soundings &c Scotland

Scotts Carr with fine weather & Dails in sight all Strong
Breezes) Dail fine latter heading off Shore at Dail in sight
Monday 8th) made a Sunshade &c &c

Feb 1st 74

Scotts Carr with fine weather & Dails in sight but an Sail
Tuesday) Dail fine latter part heading off Shore 4 Dails in sight
Monday 8th)

Feb 11 1875 11 A.M.

Scotts Carr with fine weather & Dails in sight
Strong Breezes) Dail in sight
Monday 8th) Dail fine weather latter part heading off Shore
6 Dails in sight and Blackish every quarter
Shore End

Feb 11 1876

Journey to the Cadboro Settlement

Tuesday 7th Cont with fine weather Nothing in sight but
Wednesday 8th Sky & Water Saw a Bear on the
Coast Wh Hills & Land

Thursday 9th Cont with fine weather Nothing in sight
Friday 10th Sky & Water Saw the Coast Hills & Land
Saturday 11th Cont

Sunday 12th Cont with fine weather Saw Whales
Monday 13th Served out Provisions Saw Land Birds
Tuesday 14th Off Van Lodts Anchor & Saw Hills & Land

Lat

Wednesday 15th Cont with fine weather nothing in sight but
Thursday 16th Sky & Water Employed fishing off the Ship the Crew
caught one fish &c

Log Of Parselle Greyhound Of Dieppe

[illegible] (January 12th) [illegible]

Lat 49.19 Long 7.38

(January 13th) [illegible]

Lat 49.58 Long 11.19

(January 14th) [illegible]

Journey On The Gallas Ground

(Tuesday) Came with the wind at S.W. Thursday
Sunday) Made Sail to the Southward Course
Monday) but at 4 P.M. Saw a Small
a Small Calf which they Shot brought
to Low Enough for Boat to Strike the Cow
got ahead of Boat Sir I Commanded
her to Cut his Line Struck a Iron which in it
struck Spouting Gun blood killed with the iron
Boat to Sounding at 6 fm and the Whale
Drawing Line very Near the Ship Let
Slack for a Boat Length we Ought
to have Taken Notice and no Whale at 6 fm
Cut Calf to the Ship began to Hoist him in
Made to Heave Set him remain all night
Made Sail Working to Windward at 8 Cast
Anchor on it & Set him in and Ship Heave
all Sail at 8 am Saw Whale going quick
to Leeward Blackfish and Porpoises got in
amongst them on Throw them to Windward
Came on board Made all Sail working to
Windward Whales Still in Sight & Low
Clearing up Decks

Latt 15 N.

Brig "Margaret Gustavus" of Westport

Sept 15 Commenced fine weather at 4 pm hauled off Miller to towards Island & tacked Starboard heat Struck fm Town for Steam boat 15 Minutes 4 then Gave whole Cans up to Giant and run his head afoul and Steer her heat South to Cl time sent in fore the other heat Gave distance of Starboard heat Succeeded in Striking Small Cafe of fm got Steam boat in and hoist whole along Side. Did heat laying about at 6 then tacked ou Stood Town in on Shot out another heat Stood off Sou heading off Steve Riggs in Sight cutting Do Cl

Cld — 15 Sail 19

Sept 16 Commenced with heavy & fine fine Weather Schooner in Shore & the morning Hoist to mainmast Steamer Fish Hawk in Sight to Gu Tuesday in Co Steam boat Cloudy Part time and Cloudy Part

On the Cotton Grower

(illegible) [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible]

Sunday 9th Fine Weather

(Sunday) Set with the watch 2 Sail in sight Hoisted
Sunday) the Flag at the fort and Saluted that
Nation with 21 Guns which was returned

(Monday) Set with fine weather Hoisted Colours Sent boats
Monday) Some of the men from Jamaica Seen nothing
Tuesday) Most fine weather fine days Hoisted Colours.
Got Lines and bought 100 and fifty fish of
Old Bill Shoals and took them on board Mr
all Evil Steary Esqr Do Go

(Tuesday) Set with fine weather Employed in Scaling
Wednesday 11th) Guns at 6 pm & Sail in sight at 6 pm
Cutter to the windward Shore at daylight
off Shore at 7 saw a Sail of Schoo
Coming to windward which succeeded in getting
ahead of me but he lee the boat before the
Cutter got nigh enough to Hail one Bottle
Schooner all boats to windward Still for the
boats rowed in Shore 6 Sails to windward
got up with a large Schooner Coming to An
Merchant-boat ment on your Channel and
he was Ordered Sail after Cutter here saw
Schooner boats to leeward Do Sail in Shore

On the Cruise

(Wednesday) Com' with heavy Southerly Squalls with
(Thursday) Rain at midnight Wind Shifted to the Westward
(June 15th) Sailed down the Sea the Coast all the time Saw
Several Whales Coming to Leward at 5 P.M. Saw Several
again Eastward Boat got Fast on the Back
Whales Sea the boat and Settled to Leeward
them no Oil on board with a Fine
Gale South West Saw a great many Blackfish
Hurrying them up Bri' part laying Becalm all Day
Saw Whales Coming to Leeward Starboard Boat
Succeeded in Striking one the other two Left off Pursuit
Boat Fastened Whale Cutting it Minimized the other
Boat Waiting at a Distance Killed the Whale Sailed
to Miles to the Northward of the Bri' Light Airs
& Fine Weather

(Friday) Com' with heavy Light airs at 6 P.M. got him along
(Saturday) Side Wind part getting Ready for Cutting at 6 P.M.
(June 16th) Finished Cutting at 8 got in Boats and Secured & Saw

(Sunday) Com' with Light Airs Nothing in Sight Hoisted in
(Monday) the Case Boiled it in on Deck at 4 P.M. got
(June 18th) Decks Clean at 6 P.M. began to Coil Away the
Hawser Saw Sail the Same Latter part Light
in Sight Saw nothing to Day with Light Airs

All Well

Sept 4th Light Breezes & Fair

Sept 5th Cont'd light fine weather Sam'l Cutler Seaman Left us & went on board the Ship in Nine Feet Water Light Winds & Clear Weather

Sept 6th Cont'd light fine weather nothing in Sight

Sept 7th Cont'd light fine weather nothing in Sight

Sept 8th Cont'd light fine weather nothing in Sight

Sept 9th Cont'd light fine weather nothing in Sight

On the Cattle Ground.

(Saturday) Cut Salt Some trades at 4 pm finished cooper
(Sabbath) at 1 pm Captain went on board Shot Anchor
(Monday first) to obtain Some water Left the Ice
Stood first here and anchor in Sight of it

Lat 15.13 W. 22

(Tuesday) Cut with Strong breeze at 2 pm Cattle Ship off the
(Wednesday) Coast went on board Shot anchor with her Sails
(Thursday second) for water began taken it on board 2 casks
at a time got 2 casks of Water each boat
it green as Bought the casks at 1 dollar Each
Shot first Cruise in Shore Strong Breeze at Sight
Station Sail here Hoist and began to Stow down
found 4 rotten casks and one Barrel Casks of oil
mark all Scales cast & Set Strong down

Lat 15.10 W. 10

(Friday) Cut with rugged weather at 4 pm finished
(Saturday) running all the oil down and began to Stow
(Sabbath third) Set for the Coast that has Scales cut 5 casks
of oil to hoist to get at it knocked off for
the night at daylight began to Continue Stow
got all on Board at 12 finished Stowing off
Hoist Loading off Shore & Sails in Sight & &

Lat 15.15

Sorry Off Portland Breakwater Light

(Tuesday) Can't with strong breeze employ in cleaning Ship.
(Wednesday) at 2 pm finished at 6 at 6 pm more Ship in H.
(Thursday 4th) Both the same latter part employ in repairing
(crisis nothing in sight Shifting in Ship & f

Pitt – 15.13 Light 23.17

(Friday)
(Saturday) Can't with strong winds nothing in sight at 6 pm last
(Sunday) in sight Sails more Ship heading off shore bin
(Monday 8th) the same at daylight more Ship standing all sail
at 8 am more again at 11 am tacked Ship in Shore
nothing in sight fine clear weather &c &c

Pitt 15.25 Light 23.21

(Tuesday)
(Wednesday) Can't with fine clear weather nothing in sight
(Thursday) at 6 pm saw Lights in sight Sails standing in Shore
(Friday 9th) Unmoored the same Latter part of these
nothing in sight employed in repairing Ship &c

Pitt 15.15 Light 16.50

On the Cattle Grazing

Yellow Cow with black nostrils white tip to tail
white udder, down legs white tip to right side of head
Yellow Calf) on left side white down back white
off hind white tip to right ear white
Left Ear

Yellow Cow with black nostrils white tip to tail
White udder) Ear slit in each ear Split in left side of head
Yellow Calf) white down back white tip to tail
Left Ear

Yellow Cow with white down back white tip to tail white udder
White udder) 2 slits down in end Split in left side of head
Yellow Calf) on left side white down back white tip to tail
Left Ear

Log of Barque Gottfried of Bremen

Sunday) cont with light variable breezes
Sept 5) Blackfish at 6 pm sunset the wind in light
Calm) part part strong breeze all sail heading to the
South latter the same nothing in sight &c

Lat — 16 8s

Monday) cont with fresh trade sail heading to the Sou
Sept 6) all sail set Saw many flying fish
Calm) wind and latter light Steady breze
nothing in sight Hove Log &c

Lat 17.20 Lon — 29 53

Tuesday) cont with fine Steady breze sail heading
Sept 7) as much as sail set Saw
Calm) latter light saw birds in sight

Lat 15 — 28

Wednesday) cont with light trade sail heading Saw
Sept 8) nothing in sight Saw many flying fish
Calm) latter in the part strong breze
nothing in sight — &c

Lat 19.46 Lon 31.46

Day of Latitude Departure of Dest

(Sea Hills) Comm'd with Strong breeze at 4 pm Squally
(Sea Hills) hove to Light Airs at 6 pm Steering on
(Between Hills) Course under Close reefed Main
Course Wind & Weather moderate Set Foresail & Main
Sail Ship Steering South Hove to

Lat — 27.06 Long — 85.51

(Sea Hills) Comm'd with Light Airs & Calms Wind
(Mountains) Hove to at 6 pm at 6 pm Steering
(Between Hills) Course under Close reefed Main Sail
Comm'd with Squally Wind at 10 am Set Foresail &

Lat 28.11

(Sea Hills) Comm'd with Strong breeze & Squally
(Mountains) Wind Hove to at 6 pm Steering
(Between Hills) Course under Close reefed Main Sail
Comm'd with Squally Wind at 10 am Set Foresail &

Lat 29.45 Long 85.51

Forest Service Administration

(1) [illegible] can with more certainty be [illegible]
[illegible] (2) [illegible] Set Standard Shipping Scale
[illegible] (3) [illegible] Some [illegible] Standard Set
Main [illegible] [illegible] [illegible] Set Shipping Scale

[illegible] [illegible]

(1) [illegible] can with more certainty be [illegible]
[illegible] Standard Scale [illegible] [illegible] Standard Scale
[illegible] (2) [illegible] Shipping Scale [illegible] [illegible] Scale
and [illegible] [illegible]

[illegible] [illegible]

(1) [illegible] can with more certainty be [illegible]
[illegible] Standard [illegible] [illegible] Standard
[illegible] (2) [illegible] Shipping Scale [illegible] [illegible] Scale
and [illegible] [illegible]

[illegible] [illegible] [illegible]

Log of Barque Guillaume Le Testu

Monday 13th Commenced with light airs Employed in setting up Rigging
Tuesday 14th Do Employed rigging at 6 pm more Hands
Wednesday 15th Do at 2 pm more Hands Employed
Light airs Still setting up Rigging

Lat 33.40 Long 8.9.48

Thursday 16th Commenced with fine clear weather Employed
Friday 17th at 8 pm Finished setting up Rigging
Saturday 18th at 6 pm Squally Wind handed more Hands
Sett. at 8 pm Squally double reefed Foresail
Main Sail and Jib at daylight More Moderate
Do Employed in Repairing out Sails
at 8 pm Hands Employed

Lat 34.42 Long 7.42

Sunday 19th Commenced with Strong winds from E to E
Monday 20th Repairing Sails as before Employed
Tuesday 21st Do at noon Hands Employed
Do at 8 pm Hands Employed

Lat 33.37 Long 7.00

Saturday Sunday Monday

(Oct 11th) Cont with what Sail they can Set Course
Night) one Sail in Sight Steering E Wind fast Steering
(Friday 12th) E & E until 4 pm Latter the same Do C

Lat Obsd Lat Obsn

(Oct 13th) Cont with what Sail they can Set Course E by
Saturday) Employed in Painting Sides of the Boats Wind
(Oct 14th) fast Squalls prin. Mast & the Boat double reefd
in Latter in Main Course and Set at Night the
three Boats Stuck out very Little made all Sail
Course E by E

Lat Obs. 43 Lat Obs. 43

(Oct 15th) Cont with what Sail they can Set Course E & E
Monday) Wind Dies away in Night Sent Men
(Oct 16th) at 10 Cam Saw the Island of Massefuera
Dist 25 Miles bore W & by S Steering E by S
Steering Course

Lat 44 - 7

Bay of Fundy Northern Part

Sunday Fine with whole day light breeze from the eastward
Steered [illegible] at 6 pm left off for Quaco Head
Quaco Head) fine light airs and heavy swell nothing in sight
at 11 am Quaco Head bore East 5 Leagues
light airs from the South

Lat 44.50

Monday) Fine with light airs steering for the island
Wind) at 3 Miles nothing in sight but porpoises
North Head) and part laying aback off the west side
of Grand at daylight kept off for the East
in the East side Employed in getting stores
ready for water at 8 am light baffling wind
left Grand Manan bore South at 5 pm the boat
fishing to [illegible]

Tuesday) Fine with heavy swell at 5 pm boat returned
Afternoon) this laying off and on for the night wind South
Wind) at 3 am Went in the Cove for water Day [illegible]

Sunday 5th Course the Same Course

Lat 34.09

Monday 6th) Came with the same wind & weather
Tuesday 7th) as last Noon Hoisted up the Topsails
Wednesday 8th) at 6 PM Made sail Double reefed
Latter Strong winds & Cloudy Course E by S

Lat 34.09

Thursday 9th) Came with fresh gales & cloudy
Friday 10th) at 4 PM more moderate Made sail
Saturday 11th) Set the Light Sails & Middling
Course Steering
as getting out of Sight of Land E by S

Lat 33.40 24.20

Sunday 12th Came with light breeze Course E by N & one watch
Monday 13th) Employed variously Had light Breeze at S
Tuesday 14th) a large Swell going South to Windward
2 quarter boats Cutter got on Collar boats
on board More Whales Coming to windward
got dinner &c &c

Fay Of Bergen Saturday 18

Moderate and mild & fine weather
Employed cleaning the main deck
Sweeping & washing it down
Employed in Splicing the main brace
Employed cleaning side and bright work
got the fore side of the house and main
cleaning Starboard side forward
more Wet here in all Sail at 9 pm light gale
West North-West blowing gale from South South-
West at 12 and at 4 am South South-West
to South-West at 8 am Set Foresail
and Reefed Topsails at 10 am Set
Reefed Mainsail and Jibs at 12 am
Bergen N.E. by E. 18 Leagues

Lat 59.28 Long 4.19

Moderate and mild with heavy gale and large Sea at 2
Hove to, at 4 Set Foresail and Reefed Topsails
Set Mainsail and Jibs at 8 Set Mizen
Set Main Topsail and Reefed Foresail at 12
Set Fore Topsail at 4 pm Set Mainsail
Set Fore Topmast Staysail at 6 pm Set
Main Topmast Staysail at 8 pm Set
Mizen Topmast Staysail at 10 pm Set
Mizen Topsail at 12 pm Set Main
Topgallant Sail at 2 am Set Fore
Topgallant Sail at 4 am Set Mizen
Topgallant Sail at 6 am Set Fore
Topgallant Sail at 8 am Set Main
Royal at 10 am Set Fore Royal at
12 am Set Mizen Royal at 2 pm
Set Fore Topmast Studding Sail at
4 pm Set Main Topmast Studding
Sail at 6 pm Set Main Topgallant
Studding Sail at 8 pm Set Fore
Topgallant Studding Sail at 10 pm
Set Mizen Topgallant Studding Sail
at 12 pm Set Main Royal Studding
Sail at 2 am Set Fore Royal Studding
Sail at 4 am Set Mizen Royal Studding
Sail at 6 am Set Fore Royal Studding
Sail at 8 am Set Main Royal Studding
Sail at 10 am Set Fore Royal Studding
Sail at 12 am Set Mizen Royal Studding
Sail at 2 pm Set Fore Royal Studding
Sail at 4 pm Set Main Royal Studding
Sail at 6 pm Set Fore Royal Studding
Sail at 8 pm Set Mizen Royal Studding
Sail at 10 pm

(Wednesday) on the heavy gale at S.W. got on
(Friday) cutting bobstay chocks &c. we began
(March 9th) to cut away the head and bulge
on badly with short seizings & at
Midnight got in bowsprit and cut away the
head the gammoning to hold on it - set fore and
Main topsail close reefed - saw in sight - dist
10 ~~16~~ Miles Still blowing a gale from the South Ship
heaving
at daylight began to clear away Decks Still
blowing a gale the whale Lying along
Side has done damage to the
amount of 40 or 50 Casks
(Thursday) ~~for with~~
(March 10th) rubbed off near 3 Courses of copper
and tore off some Sheathing in the bows
cut plank sheer in the head fished one
Chain and chopped another bracket
also fished one head Chain to the Stbd. the
same employed in cutting up blubber and
putting it in casks Set Reefs off Main cours-
-ing set Light-Sails the Same &c &c

Lat 39.17 Lon 20

Monday 9 August 1790 Wind

Monday) Cont gale abating at 2 PM set mainsail
Tuesday) set close reef in Do at 8 PM set Storm
Wednesday) staysail & Do reef in Do at 6 AM
Do handed at 8 PM Cont light airs in the forenoon
Latter Part moderate Breeze Cont Hazy
Cont in Sight ESE 6 Leagues

Tuesday 10 Aug 1790 Wind

Tuesday) Cont with fine weather Do gave chase to
Wednesday) 4 Sail in Sight Cont sailing after them
Thursday) at 4 PM one Sail bore NNW 6 Leagues
Cont sailing in Sight of them

Wednesday 11 Aug 1790 Wind

Wednesday) Cont with foggy weather at 1 PM saw
Thursday) Land sailing and began to clear at 5 PM saw
Friday) Shoals and more Land off Weir bearing under the
Lee Bow the Same at 9 PM Land in Sight
Dist 8 Miles got Soundings off the Lewis at 10
Heading in for the Harbour of Milford
Light Do Gunfleet in bearing off SSW

Sailing in Portsea Harbour

Monday Came with light winds & fine weather
Wednesday to anchor in Portsmouth Harbour in the
Thursday Harbour of Portsmouth with the Fleet
Chain to Gun Brig Cabt. & Sea Stores

Friday Came with fine weather getting ready to dock &
Saturday will this day discharge a Part of Cargo
been in the Ship all the voyage & from the
Last Some Provisions &c

Sunday Came with fine weather rafting still not heaving
Monday out all of Provisions Took it on Board
Tuesday I mean began to Steam down the Test Tubes
& Gun got down 16 Tubes Clear of the Docks
ready to go in the Dry Docks &c &c

Log of Barque Gleam of Belfast

Sept 15th Com' with going into the dry Dock at Liverpool and Ship at Same bottom (very bad 37 feet of Water) one in the Starboard quarter one Strake in the Bottom at the Keel all Iron Nails and Bolts clinch'd all Hands at work Tarring off Copper and Cleaning Bottom Nov 10. Sheets used in repairing this ship at Liverpool

Sept 15th Com' with Carpenters and Painting ship at 6pm finished Sighted Calf of Man at 6 am in the Morning at daylight Isle of Man bore South East 8 miles Distant

Sept 16th Com' with Clearing up Decks this day Discharged Pilot Off the Isle of Man bore East 3 Leagues Distant Wind North East Course South

Sept 17th Com' with Clearing up Decks this day Discharged 7 Crew Off Dublin Bay the Third Mate sick not being worth his Salt March D.K. Lo. End Cleaning per painting

Friday 4th September

[illegible] Saw sail bearing West of the Moon at noon
Came to Weighing Stray from 12 to 4 Midnight Lay at Anchor Strong
Gale Latter part [illegible]

[illegible] Cont'd with Watch Coming off and the others going on Shore
Monday 14th at 9 am began to Haul at noon Fresh Breeze from
the South Midnight Calm Do

[illegible] Cont'd Hauling all Hands on board Employed in
Tuesday 15th Jumping Salt Water at 5 am Came on board with
Ship Yacht on Shore at Spin Gut Pilot on board
Midnight Calm Do

Sunday 15th Cast with Stormy Squalls and Lightning
March 16th Wind [illegible] Light Airs Calm Latter part

Monday 17th Cast with Squalls and Rain Employed
Tuesday 18th Employed in the Ship all day Moored at 6 fm
Packing Flour Bread Peas and Suggs &c &c

Wednesday 19th Cast with Suggs Weather Employed in Various Sundry
Thursday 20th Employed at noon the same this day Light
Winds and Fair Ship's Company Came on board to duty Dined

Lasting In Hillsboro

(1[illegible]) Com[illegible] with [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

(1[illegible]) Com[illegible] with Colour Sent West of the Shenon Rive
Survey[illegible] [illegible] [illegible] [illegible]

(1[illegible]) Com[illegible] with [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

(Answer) [illegible] other [illegible] in [illegible] of the [illegible]
(Negroes) [illegible] [illegible] 2 [illegible]
(Words)

(Ques 28) [illegible] on [illegible] [illegible] in [illegible] [illegible] [illegible] [illegible]
(Answered) Morning [illegible] [illegible] no [illegible] [illegible] [illegible] [illegible]
(Ans to Q 29)

(Ques 30) [illegible] with [illegible] [illegible] [illegible] [illegible] [illegible]
(Answered) [illegible] been in the Ship all the [illegible]

Sea account

Log Of Spurgin Gayhurst of Westport

Thursday April 5th — Comm's with getting ready to leave the Port at 2 pm Sprung up fresh breze from the Ship dragged her anchor in 42 fathoms water with all the Chain out 50 fathoms the other anchor Stowed made sail and Stood out to Sea under double reefs at 6 pm let go in 45 fathoms water but did not hold on Made Sail and Stood out to Sea Mid part Strong breze at 8 came Stood in kept turn on Sound latter part Moring anchor to Ends

Latt 33.05 Longt 71.38

Friday April 6th — Comm's with Strong breze Ships heading So by E one watch Employed in setting Boats at 2 am weather Moderate at daylight made all Sail latter part Employed variously Housepacks in sight So Ends

Latt 32.58 Longt 75.40

Saturday April 7th — Comm's with Strong made Sail breze Ships heading W by S one watch employed in various Jobs at 6 pm wind increasing took in fly gaff and Staysail reefed topsails middle part Strong wind Ships heading S W by S at daylight Shortened all Sail latter part heading W by S So Ends

Latt 32.41 Longt 75.55

Sunday April 8th 1860 — Comm's with light breze at 3 pm Ships heading W S W more Ships heading S E nothing in sight middle part heading S at 9 am Squally took in Sail's mizen to Masthead more Ships heading S Thus Ends

Latt 33.28 Longt 76.05

Monday April 9th 1860 — Comm's with Made Sail breze Ships heading S by W nothing in sight Three Men sick off Ends middle part the same at 1 pm saw the Island of Guanjanamus bearing W by S right off for it latter part saw blacksish going quick in Shore Thus Ends

" " " " " "

" " " " "

" " Latt 24.02 " Longt " "

Round Towers Mississippi

Tuesday 3rd April 1860 } Comm^d with Strong breze Ship steering in for the land at 1 pm saw one Ship and Barque laying off and on at 3 pm sent one boat in fishing at 4 pm Capt went on shore to see about getting wood at 6 pm boat returned with 4 fish Capt remaining on shore the part laying off and on the other Ships the same Ships as the Barque Catchelot at 8 am Sent in two boats for wood at 10 am Barque Anaconda came in for wood so Ends

Wednesday April 11th 1860 } comm^d with Strong breze at 2 pm boats came off with wood at 3½ pm Sent in two boats with a raft of 40 bbls for water at 6 pm returned leaving the raft for the night braced forward and Stood out to Sea at daylight stood in at 7 am sent in two boats for the raft at 8 am had it on board Ship received at dinner Sent boat in for fish at 4 pm returned stood out to Sea thus ends laying off and on the

Thursday April 12th } comm^d with light airs Ship heading off Shore at 4 pm boat returned with Capt and two fish Mid and latter calms nothing in sight but 3 Sails and the same thus Ends

Latt 33.35

Friday 13th April 1860 } comm^d with light airs from the westward Ship steering to the N^d nothing in sight at mid night light latter Strong breze Course N by E thus Ends these 24 hours

Latt 31 35

Saturday April 14th 1860 } comm^d with fine clear weather and middle part strong breze Course N by E nothing in sight at 6 pm carried away Jib boom Jib Stay Stuck with the Sea running by a Sea in the Night Jib boom Mainsail Stay sail away from the mast to the fore rigging first cutting Stuck off the Jib boom pulled the Jib in Sheering it round (to Starboard) Mainsail Stay under close reefd Mainsail Sheering it round to Starboard Jib in Foretopsail and Main to heading to the Eastward at noon set Mainsail Stay sail Barque Catchelot in sight Thus Ends

Latt 30.19

Log of Barque Greyhound of Westport. N.Z.

Augustus } comm' with Strong wind from the S.E. case reefs & under Sail
April 15th } set topsails Shift Sail forward Set the Land bore East
1860 } Light thus Ends

Lat 38.47 Long 178.41

Monday } comm' with fresh breeze Course N.N.W 2 Sails in Sight at
April 16th } Barque Sarah Canada 6 Months out 63 Days Bound
1860 } and got some yellow pine plants to repair damages
Said first light breeze Course N.W.W at 8 am got up topsail
& yards latter part the Sail in Sight thus Ends repairing Sail

Lat 27.21 Long 179.47

Tuesday } comm' with fine clear weather Course N.N.W one mast
April 17th } repairing topsail at 2 pm Saw the Island of
1860 } bearing N.by.W one Sail at 4 pm Shifted
topsail and Sent it forward Sent one Boat to the other to
at 6 pm Repaired to the wind to the Eastward with head yards
and Light Sails in the Island dist 20 Miles on the Lee beam
at daylight the Island dist 20 Miles Right off for it one Sail in Sight
at 8 am Sent two boats in fishing Parties Catched two boats in
thus Ends

Wednesday } Comm' with fishing at 4 pm boats returned with
April 18th } fish Braced forward Standing to the Eastward with
1860 } the Catched in Company Said part Strong breeze
latter part Said Barque Ship heading to the Eastward thus

Lat 25.50 Long 187.07

Thursday } comm' with fine weather nothing in Sight Employed in
April 19th } repairing topsail Ship heading to the Eastward at 6 pm
1860 } Shortened Sail to double reefs Set Courses
at daylight Made all Sail at 7 am one Sail in Sight Latter
part Barque Bark Henry Frances thus Ends

Lat 25.11

Round Down the East Of Scotland

Sidal- } Comm^d with fine weather nothing in sight Employ'd in
ril 20th } repairing fore topsail Mid part & the same Latter part
1860 } repairing fore topsail do End Day the same Latter part
Latt 29.58 Lgt 7.52

Saturday } Comm^d with strong breze with thick weather Shif'd our
April 21st } double reefs Employ'd in repairing foretopsail and Latter
1860 } part Shoals at 6 fm foul in Courses and Yawles
Mid part Strong winds at Daylight let Cables at 7 am fouls
Cable rove to the Martingale Stays old one Latter part
Steering as Employ'd in repairing foretopsail So End thick weather
Latt 22.53

Sunday } comm^d with Strong breeze Coure N N W at 4 pm finish'd
April 22d } topsail and bent it Mid part under Short Sail
1860 } Steering N N W at 10 pm Lusser to the mind at 7 am Past
off N one Sail in Sight Thus End nothing in Sight
No Observation

Monday } Comm^d with thick weather nothing in Sight Course N W at 5 pm
April 23d } Lusser N by E carrying all Sail Mid the same Latter part
1860 } repairing Main topsail nothing in Sight Thus End
Latt 19.57 Lgt 7.30.54

Tuesday } Comm^d with Light airs Course N by E at 2 pm Saw a Hurricane
April 24th } Canoe at 3 pm Sent Main topsail at 4 pm Saw a
1860 } Shoal of Blackfish Lowered 2 boats Starboard Boat
Struck Thirty Iron drew Shoal took off Come on Board
Mid Light airs Latter the Same Employ'd in getting out matter
and Bolts Thus Ends nothing in Sight
Latt 18.49

Wednesday } comm^d with light airs Course N W Steady & Purposes
April 25th } in Sight Mid light airs Latter the Same Saw
1860 } three Sunfishes going quick off Shore So Ends

Latt 17.03

Log Of Barque Greyhound Of Westport

Thursday April 26th 1860 — Comm with light airs course north nothing in sight watch employed variously at daylight land in sight dist 30 miles at 10 am Saw a large launch coming to Leward Luffed to the wind and Spoke her and Skipper a frenchmen from her as Sailor this End

Latt 15.. Long 8

Friday April 27th 1860 — Comm with light airs at 1 pm began to tear down the try works in front Clear to the deck to build a at 4 pm all Clear to work on the American Ship Co a d in all Sail Set Mid part light airs land in Sight at 7 am began to build up the try works this 2nd nothing in Sight land dist 10 Miles

Latt 15.. Long 8

Saturday April 28th 1860 — Comm with light airs d n & E employed on the try wo at 8 pm nearly finished Mid light airs at daylight saw one American Ship at 10 am Spoke Ship Queen of Liverpool Bound to the Chinchas Islands at Noon finished try works this End course N W

Latt 14.20

Sunday April 29th 1860 — Comm with light breze Course N W at 4 pm put a Boat to Relieve one of the others to repair Mid part Strong breze with rain Course N W & N latter part Stormy breze with thick weather So End

Latt 12.50 Long 79.42

Monday April 30th 1860 — Comm with Fine breze nothing in Sight Course N W all Sail Set Mid Part light airs at 7 am took in Starbd Boat to repair latter part Carring down Head Sails

Latt 11.40 Long 81.24

Tuesday May 1st 1860 — Comm with light breze Course N W & W employed in repairing Starboard Boat at 7 pm Comm N Mid light breze at 8 am Sent down Mainsail to repair at 10 finished Starboard boat put her overboard to Joyner this End

Latt 11.06 Long 81 [illegible]

Round towards the Gallapagos Islands

Wednesday 3rd May 1860 — Comm^d with fine breze Course as p^r at 4 pm Sent Second Mate aloft to mind and sent it at 6 pm Saw Blackfish many quick to windward part did not Sever Mid part light breze latter the same Employed in painting Starboard boat inside Sinbacks in sight thus Ends

Latt 9.51

Thursday 4th May 1860 — Comm^d with light breze Course as p^r Porpoises and Sinbacks in sight Mid part Strong breze latter part Sinbacks in sight and Employed in fitting cutting Block Straps thus Ends

Latt 8.25 Longt 86.15

Friday 5th May 1860 — Comm^d with Strong breze Course S by E p^r nothing in sight but Sinbacks Mid Strong breze Course as p^r at 6 am past Sent Starboard boat and took in Larboard boat to repair thus Ends

Latt 5.51 Longt 86.45

Saturday 6th May 1860 — Comm^d with Strong breze Employed in repairing Larboard boat at 6 pm Course as p^r — Mid the same latter part getting out provisions Course as p^r thus Ends

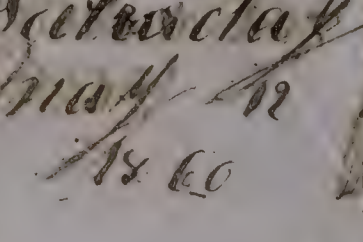
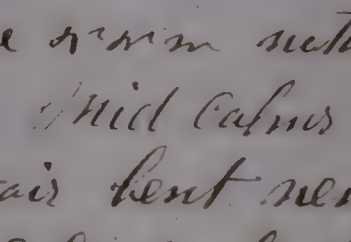
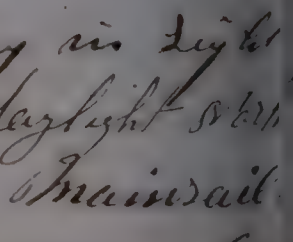
Latt 3.38 Longt 87.45

Sunday 7th May 1860 — Comm^d with fine breze course as p^r nothing in sight at 4 pm finished Larboard Boat and sent her out Mid Strong breze latter the same at Meridian saw Heads of one of the Galapagos Bearing as p^r right ahead thus Ends running per d^o

Latt 1.43 Longt 89.15

Monday 8th May 1860 — Comm^d with fine breze Steering for the Island at 6 pm Sounded on the mind to mind more of Heads Island bearing S to the South at 1 am Past off four Miles Island at 10 am Supposed to the mind off Shore nothing in sight but Sinbacks this day finished all the boats all in good order thus Ends

Thursday } Comm' with light breze and thick weather Charles island
May 9th } 20 miles Ship heading off Shore at 6 pm took in sight
1860 } Sails more Ship in Shore Mid Part Paying attack
at daylight Mad Sail Standing in towards Charles island
at 9 am Sam Blackfish Fower two boats Sick Ship & Boat Struck
one iron drew at Meridian Fower wait boat for another Shoal
Succeed in Striking 3 boats this Ends 3 B

L B

Latt Longt

Friday } Comm' with 3 boats part to two Blackfish Each
May 10th } at 2 pm got them along Side at 9 pm Land dist 2 miles
1860 } more Ship at 8 pm finished the fish and washed off
Ship heading off Shore Mid Part heading in Shore Latter part
Mincing up Blackfish this Ends Standing in towards Charles island

Saturday } Comm' with Standing in towards Charles island at 3 pm
May 12th } took off Watching in Sight Course on 5 8 Mid Calms
1860 } at daylight South head in Sight dist 15 miles Latter part
Steering Sam Employed in boiling this Ends

Sunday } Comm' with Strong Trades Course N at 4 pm finished
May 13th } boiling at 5 pm Calms Island of Sarverace dist 10 miles
1860 } at 7 pm Light breze from the N Ship heading off Shore
Mid and Latter Calms Fount dist 15 miles Carpenter Employed
in repairing Main Sail this Ends

Monday } Comm' with Light air Course N pm nothing in Sight
May 14th } but Land at 4 pm Calms Mid Calms daylight N pm
1860 } Head in Sight Latter Light air Sent new Mainsail
and Cut up old foresail and Sent ald Mainsail for
foresail this Ends

Sunday } Comm' with Calms the Rock in Sight Mid Calms
May 13th } Latter the same North head and the Rock in Sight
1860 } this Ends Calms

Monday May 14th 1860. } Comm^d with Calms nothing in Sight but saw this Calms at daylight saw 2 Sails this Ends

Tuesday May 15th } Comm^d with Calms at 6 pm Spoke Ship Armetala 12 Months out two Ships Amid Calms Saw five Sail in Sight this in North Head in Sight

Wednesday May 16th } Comm^d with Calms 2 Sails in Sight and mem^d Strong Current Setting to the S^ward Amid and latter Light airs 3 Sails in Sight Employ'd in Washing ship this Ends

Thursday May 17th 1860 } Comm^d with Calms nothing in Sight but Sails latter the Same this Ends

Friday May 18th } Comm^d with Calms 2 Sails in Sight Amid part Light airs Ship Heading to the SE latter the Comm^d Calms and Light airs

47 Miles

Saturday May 19th } Comm^d with Light airs and Calms 2 Sails in Sight Amid and latter the Same 2 Sails in Sight and mem^d this Ends with Calms

Sunday May 20th 1860 } Comm^d with Light airs at 4 pm Strong Breeze Ship Heading E S E 2 Sails in Sight this Calms latter part 4 Sails in Sight this Ends

Patt 1 M

Monday May 21st 1860 } Comm^d with fine breez nothing in Sight but 4 Sails and the Gulfhopper in line dist 10 Miles at 7 pm Spoke Bark Ocala 4 Months Out Amid Calms latter Calms Spoke Ocala and Obtained her Bearings this Ends

Patt 140 M

Tuesday
May 22d
1866

Comm^d with light airs Ship heading SE 2 Sails in Sig
Mid Mutch the same Latter Strong breze nothing in
Thus Ends

Wednesday
May 23d
1866

Comm^d with fine breze & Sails in Sight and soon
ishand and Barbadoes at 2 am Strong breze Ship Pro
by the mind E SE North head in Sight and abeam Ton
ishand to windward Thus Ends Picking over Potton Potatoes

Latt 47 Mn Long

Thursday
May 24th
1866

Comm^d with light breze at 3 pm calms at 6 pm me
Ship heading to the S on light air Mid calms Latter
part Mutch the same nothing in Sight

Latt 1.24 Long

Friday
May 25th

Comm^d with light air at 4 pm more Ship heading S
Mid Calms Latter light airs one Sail in Sight and meyn
Thus Ends

Latt 1.11 Long

Saturday
May 26th

Comm^d light airs and calms at 6 pm Spoke Barque Ob
of merteford 12 ac whole Mid calms latter fine breez
Ship heading S SE Mutch head dist 20 Miles 2 Sails in

Latt 47 Mn Long

Sunday
May 27

Comm^d with light airs Ship heading SE 2 Sails in Sight
Mid calms at daylight the Rock dist 12 Miles and 5 Sails
Sight Thus Ends with Calms

Monday
May 28
1866

Comm^d with Calms & Sails in Sight Mid Light airs
at daylight Rock dist 12 Miles 4 Sails in Sig
Course S nothing in Sight Thus Ends

Tuesday
May 29th

Comm^d with light airs at 6 pm Spoke Barque ob
Mid calms and light air Course S.o Latter part fine
breeze Ship heading up for South head 4 Sails in Sig

Wednesday May 30th } Comm^d with fair breze Ship heading in for South Isle at 4 pm more Ship off Shore at 9 pm more Ship in Shore Light-house at 12 more Ship off Shore at Light more Ship in Shore raising. more latter part the land in Sett South

Latt — 137 9

Thursday May 31st } Comm^s with light airs and foggy weather one Sail in Sight South head in Sight 2 Ships off Fee from Ships Light airs with rain latter the same Spoke Barque Lafayette of Canada. Ships Ends with thick weather nothing in Sight

Friday June 1st 1860 } Comm^s with light breze with drizzle rain at intervals Ships heading to the East^ward Ships colors latter the same Nothing in Sight thick weather

Saturday June 2nd } Comm with thick weather at 5 pm Spoke Ship Elizabeth of Newcastle 6 Months out clean Ships colors latter Light breze Hands inland in Sight and one Sail Ships Ends

Sunday June 3rd } Comm^d with light breze and thick weather hands inland dist 10 Miles Mid past Heading S^w latter nothing in Sight but Sand hooks and charles island Ships Ends

Monday June 4th } Comm^d with light airs 2 Sails in Sight and the land dist 10 Miles Gardners island Mid light airs with strong Current running to the nor^tward latter part Ship between Charles and hooks island Trying to work out Ships Ends

Tuesday June 5th } Comm^s with light breze 3 Sails in Sight one Steam^r of Pinnacles Ship between Charles and hooks island strong current Mid Calm at daylight the same land dryfted in the Sound through the night at 8 am Light off N^t Brewsters Indefatigable island Employed in steering towards hooks Ships Ends with light breze the island dist 10 Miles South Ends

Log of Bark Greyhound of Hull

Wednesday June 6th 1860 — Comm' with light breeze Ship heading down Sound at 2 hauled our mine to the S'ard got up Chains and Cont' Expecting to go and get some turpin at Cpm nor Ship heading E by E one Ship in Sight Mid part lying in the Straights at 4 am Left off & Employed in getting ready for turpin Thus Ends " " "

Thursday June 7th — Comm' with light breeze heading N' for Conways Heart on the N'ern Side of middle Island at 5 pm C to anchor in 5 fathoms water with 30 fathoms Chain and the other anchor having by the rising Stopper at 3 am Sail for Duncans island with two boats crew for turpin at daylight got across hauled all the things and ascending the Mountain So Ends " " "

Friday June 8th — Comm' with raining down turpin at Cpm got down Mid part remaining on the island at daylight a boat came from the Ship with Victuables and to take back a load of turpin Cast Employed in loading Latter part getting up " " "

Saturday June 9th — Comm' with getting turpin 2 boats crew remaining on the island Cast loading where the Ship lays Thus Ends 87 turpin " " "

Sunday June 10th 1860 — Comm' with getting turpin one boat paring with Victuables and getting turpin Mid and Latter the Same Thus Ends 287 turpin " " "

Monday June 11th — Comm' with getting turpin Cast loading with the Ships Keepers Mid Latter the Same 31 turpin " " "

Tuesday June 12 — Comm' with getting turpin at 2 pm the Terrorism Steam Frigate Alban came to anchor in the Harbour on a exploring expedition at daylight She got under Thus Ends with with the two boats crew Heaving Preperations to come home Having got turpin Enough Thus Ends with Cast loading

Cruising Off the Gallapagos Islands

Wednesday June 13th } Comm^d with Strong winds at 3 pm the boats returned with Gl Turpin having obtained 1170 all told at 6 pm left came on board with a boat load of wood at daylight sent in same when to get wood at 12 got off one boat load of wood so Ends

Thursday June 14th } Comm^d with cutting wood and taking one anchor on the bow at 8 pm when came off Tide to low to get off wood two boat loads to come off in the morning at daylight sent in boat for wood returned with half boat load at 8 am went in again returned with a boat load which makes 7 at 8 am got under way with a strong breeze steering S^t latter steering anchor and chains so Ends

Friday June 15th } Comm^d with Strong breeze employed in steering wood at 9 pm calm at 9 pm light air came on at 2 am steering by the mizen at daylight Towers island in sight bearing S^t E Ship Reading E by the mizen employed in getting out water nothing in sight latt in Obs

Saturday June 16th 1860 } Comm^d with Strong breeze Ship Reading E nothing in sight at 6 pm took in sail Mid part more Ship Reading to the S^w at daylight Towers island off the Bow beam at 7 am first off S^w nothing in sight but land so End

Sunday June 17th 18 60 } Comm^d with light breeze at 6 pm tacked to the mizen to the S^w between Bindloes and Abingdon islands took in sight saint Mid part laying in the Straights at daylight Stood over towards S^t E Cape of Albemarle plenty of fin backs in sight at 12 Obs more Ship on the mizen to the Eastward so Ends

latt 11 Obs S^t Lat 90 55

Monday June 18th } Comm^d with light breeze at 3 pm calms plenty of fin backs in sight Mid part Ship between Abingdon island on S^t E Cape latter heading S towards S^t E Cape Much nearer fin backs in sight so Ends

Log of the Barke Greyhound of Westport

Tuesday June 19th 1860 — Comm with fine breze Ships heading S towards North at 6 pm tacked Ships to the N & N.W.b.N. Head bearing SS. dist 12 Miles took in light Sails at 7 pm light rains Mid part rainy at daylight Made all Sail Heading S in for North Head Ships Ends Rock Redenda dist 8 Miles

" " Latt 12 In & Lost 9055 "

Wednesday June 20th 1860 — Comm with light airs and calms Ship Heading towards North Head Ships Joseph Pacys in Sight Mid part light airs Ship working towards North Head Latter part Hacked Short Back Dist 2 Miles nothing in Sight

" " Latt 11 Miles S "

Thursday June 21st — Comm with Strong breeze Heading off Shore N by E at 8 pm increasing took in Sight Sails at 8 pm Ships Heading S Mid light breeze at daylight Made all Sail Standing in for North Head 7 Sails in Sight Latter part Standing in for the Land

So Ends

" " Latt Longt "

Friday June 22d — Comm with Strong breeze at 4 pm Tacked Ship off Shore at 6 Spoke Barque Vigelent of Newburyport Mid Latter Light breze 7 Sails in Sight Doing nothing Ships Heading in for North

Ends

" " " "

Saturday June 23d — Comm with light breze at 5 pm Spoke Barke Sacramento Bound North 2 o Clock Mid part light airs at daylight Standing in for North Head 9 Ships in Sight So Ends

" " "

Sunday June 24th — Comm with light breze Nothing in Sight but Ships at 11 more Ships in Shore Mid and Latter light airs Latter the same Nothing in Sight but Ships So Ends

" " "

Monday June 24th — Comm with light airs Ship Steering off North East Mid calms Latter part Sent down Main Topsail to new Course put up another one Ships off North Head 4 Sails in Sight Ships Ends These 24 Hours

Cruising Off Galapagos Islands 1860

June 26th } Comm' with Calms and light airs N'ly till 6 PM more
1860 } Ship off Shore Employed in repairing Main Topsail & Sails as Sgts
Ditto Calms latter the same Employed in repairing Main Topsail
this End & Sails as Sights

June 27th } Comm' with light airs Employed in repairing Main Topsail
} & Sails as Sights and Calm till 8 PM this Calms
latter Strong breze Heading off Shore Repairing Main Topsail
N'Erly Head dist 20 Miles

June 28th } Comm' with Strong Trades at 2½ PM double reefed
} at 6 PM Moderate Made Sail Heading in Shore
this a Strong breze latter the same Employed in repairing
Main Topsail Ship & the same Cruising off Narborer Island

June 29th } Comm' with Strong breze Ship Heading in Shore Employed in
} repairing Main Topsail at 6 PM tacked off Shore this Sights
Calms latter the same Employed in repairing Main Topsail to End

June 30th } Comm' with Light airs at 4 PM Set Main Topsail
} Ship Heading off Shore this part Heading in Shore latter
Heading off and on in the Bay & Sails in Sight to End

July 1st } Comm' with Light breze Heading off Shore & Sails in Sight
} 8 Miles this and latter Strong breze Cruising off N'W Part
Smother Bay to End Heading off Shore

July 2d } Comm' with Strong breze Heading off Shore at 2 PM
} more Sail on Shore at 4 PM this in Sight Sails Heading
off Shore Land dist 20 Miles this and latter Strong breze
at 10 PM Light off for North Head & Ends

Log of Barque Sacramento to Hilo

Saturday July 3rd
Comm with strong breze Ship running off at 8 Pulled to the wind off Shore double reefed topsails at 6 pm more in Shore moderate wind and fair Calms from 8 to 12 in Night and 2 Sails and the Land Bar[k] to Eng

Fourth of July 1860

Sunday July 4th
Comm with calms Ship Dist from the Rock 12 Miles 6 in Night 8 in calms latter the same the Rock dist 10 Miles and 7 Sails in Sight Jamming thro Eng
Second Mate Sick off Duty with the Rheumatism

Monday July 5th
Comm with calms and light airs 7 Sails in Sight Ship heading in Shore at daylight Ship within 4 Miles of Shore at 10 am Bark Oceola Sam whales She being 12 Miles to windward Bark Dartmouth and Sacramento to windw 6 Miles from them Lower their boats and we lowered ours a gave them chase Thus Ends with Loading no whales seen

Tuesday July 6th
Comm with light airs boats pulling to windward at 8 the boats gave up the whales came up with the other Ships boats and they reported as being a large shoal of bla whales going quick to windward we did not see them at 6 pm got on board and stood off there at daylight Ship off Barra Island kept off S E for the Rock thus Ends

Wednesday July 7th
Comm with strong breze Course S E at 6 pm Ships off the head land dist 12 Miles one Sail in Sight Wind light a strong current running to windward at daylight Ship off Barra latter part steering for the Rock do Ends nothing in Sight

Thursday July 8th
Comm with fine breze Course S E at 7 pm Ship to windward of the Rock dist 6 Miles heading S E at 8 pm Calms thro the Same at daylight light breze latter part steering for the island of Oahu thus Ends

Cruising Of Sulkespeares Islands 1860

Monday July 9th — Comm'd with light airs Having towards the Island of Abington nothing in sight at 12 take Ship at 5 pm Ship to the Eastward at daylight Abington bit 2 Miles distant one Sail in sight latter light airs this Ends

Tuesday July 10th — Comm'd with light airs at 2 pm Calm fine dist 2 Miles Sent in two boats fishing at 5 pm returned with one hundred and twenty Codfish light breeze Made Sail standing to the Eastward Mid light breze latter the same Ship heading E by S nothing in sight this Ends

Wednesday July 11th — Comm'd with light breeze fine clear weather Ship heading E by S nothing in sight but Abington distant 3 Miles and latter light breze Ship heading E nothing in sight this Ends

Last 27 Miles Easterly

Thursday July 12th — Comm'd with Strong breeze at 2 pm squally hove in sight Sails at 5 pm light rain at 8 pm kept off N' at 7 am steered to the nine heading E by S with strong breeze comfish in sight Steers this Ends when are we going to see whales

Last 27 Miles Easterly

Friday July 13th — Comm'd with fine whole sail breze Ship heading E by S at 6 pm Calms Mid Strong breeze Ship heading E by S by the mine latter the same employed in turning the main topmast backstays found one Stranded this Ends

Last 12 Miles S

Saturday July 14th — Comm'd with Strong breeze and thick weather at 2 pm lay'd Ship heading S on at 5 pm were by N on tacked Ships heading N E by E Mid past the same at 8 am saw a Ship heading N & W nothing in sight this Ends

Last 42 Miles South

Mr Phillips Still off Duty

Log Of Barque Graftoneer Of Westpo

Sunday July 15th — Comd with Strong breeze Ship Heading S.w. & S one Sail in Sight Heading to the Eastward at 8 pm mind increasing Took in Eight Sails And Strong breeze with rain Latter part Moderate All Sail set Heading S.w. nothing in Sight this 24 hrs

Lat 1.30 S Long 32.06

Monday July 16th — Comm with Strong breeze at 8 pm Some Squalls off Lee Bow Heaving to dist 30 Miles Ship Heading S.w. & W the mind at 6 pm took in Eight Sails and more Ship heading S.W & And Strong breeze at 8 am more Ship heading S.W Squally weather at 9 am Sunbeams Island off Lee Beam nothing more in Sight this

Lat 1.40 South

Tuesday July 17th — Comm with Strong breeze Ship heading S.w. nothing in Sight at 6 pm Latter Ship heading S.S.E Lain Still in Eight Sails in Eight Sails for the night And Strong breeze at 8 am more Ship Steering as Sunbeam Island in Sight at 10 am Sunbeam run for them Ships to be finished & Still in Sight So Ends

Second Mate Sick off Duty

Wednesday July 18th — Comm with Strong breeze at 6 pm Squally Ship Entered Heavy Squalls & Hailstones to Single two Main Sail heading to the East Mid Strong breeze and Squally weather Latter the Same 9 Sail in Sight Reads Island dist 10 Miles Thus End heading to the Eastward

Thursday July 19th — Comm with Strong breeze with Some heavy Squalls in Sight at 4 more Ship to the Eastward at 6 pm more Ship to the Westward Reads Island off Lee Beam dist 7 Miles Mid part heading to the S.w at 8 am more Ship heading S.S.W Charles Island in Sight Lee Beam Thus Ends nothing in Sight & Mean about all day

Friday July 20th — Comm with Strong breeze Ship heading to the Eastward one Sail in Sight Charles Island and Reads Island at 6 pm Lost in Sight Sails Strong breeze heading to the East at 8 pm more Mid Steering as Island in Sight dist 30 Miles Thus Ends

Leaving Off the Galapagos Islands

Wed 23d Comm'd with Strong breeze Course N 1/2 W at 2 pm handed the mizen to the Eastward at 3 pm one Sail in Sight at 6 pm more Ship to the Eastward the Ship keep with their weather Main Land Isles in Sight bearing W 1/2 W the Ship heading to the Eastward nothing in Sight this Day

Sail 150

" " " "

Thurs 24th Comm'd with strong Winds heading to the Eastward nothing in Sight this first heading to the Eastward at daylight made Sail more Ship steering in for Charles island latter part running by the islands pinnacles in Sight this Days thick weather

" " "

Fri 25th Comm'd with Moderate breeze with thick weather at 6 pm Charles island dist 20 Miles bearing N and one Sail in Sight at Sundown Shortened Sail for the night heading to the S W at 8 pm more Ship heading to the Eastward at daylight Charles island 2 pts off the Lee Bow thick weather at 11 pm more Ship astern nothing in Sight this Days

" " " " "

Sat 26th Comm'd with thick weather nothing in Sight at 6 pm took in Sight Sails fine Light breeze at 11 pm more Ships in there at daylight Made all Sail latter thick weather nothing in Sight this Days

" " " "

Sun 27th Comm'd with Light breeze at 2 pm saw Charles island off the Lee Beam dist 30 Miles Ship heading E at 6 pm took in Sight saw third Light airs at daylight the same Ship astern Charles island dist 25 Miles at 10 am Hauled on the wind to the Eastward at Meridian more Ship to the S W this Days nothing in Sight

" " " "

Mon 28th Comm'd with Light breeze at 3 pm tacked Ship to the Eastward Charles island off the Lee Beam at 6 pm took in Sight Sails & Light airs at daylight Made all Sail steering E S E at 10 am saw Islands latter the same nothing in Sight and the Land Winds often that will be Lee when clear from daylight this Passage time See nothing

Second Week Off Duty

Log of Barque Greyhound of Westport

Sunday 6th — Comm'd with fine breeze course E N E towards hoods is land at 6 pm took in courses and light Sails and headed on the N to the Eastward this the same at daylight Made Sail Steering fresh weather latter Cuttlhouse island in sight So Ends

Latt 1.12

Saturday 7th — Comm'd with thick weather nothing in sight at 6 pm Shortened Sail more ships Mid part heading to the S on at 3 am headed about at daylight hoods island ahead Made Sail Steering in at 9 am tacked off shore at 11 am tacked in shore trying to get to the windward of the island this Ends nothing in sight

Sunday 8th — Comm'd with light breez at 2 pm tacked off shore carrying all Sail at Midnight took in light Sails at 7 am tacked ships Steering in S on hoods island in sight - So Ends

Monday 9th — Comm'd with light breeze course in S on at 4 pm Charles island in sight at 6 pm more ships to the Eastward took in light Sails Mid light breze at 6 am Made all Sail Steering for Charles island off Lee beam and two finbacks in sight latter the same Several finbacks in sight this Ends

Tuesday 10th — Comm'd with light breeze course on S on nothing in sight but the land at 6 pm headed to Reading East courses in Mid the same at 3 am more off shore at 6 am more in the first part 20 miles latter part Charles island off Lee beam this Ends nothing in sight

Wednesday August 11 — Comm'd with light breez at 1 pm kept off towards Charles island at 5 pm off Lee End kept to the wind off shore this first part one mile forth in sight Sails at 11 pm more off in shore at daylight strong breze at 9 am tacked off shore to the S on this Ends

Thursday August 12 — Comm'd with strong breze at 2 pm more ships in shore at 6 pm headed up courses for the night - nothing seen in sight this day at 2 am more off shore at 9 am light [illegible] saw [illegible] in sight after [illegible] at [illegible] So Ends

Cruising off the Gulleyeyes Islands

Wednesday Comm with thick weather at 2 pm 2 Sail in Sight at daylight at 3 pm Lands ahead at 11 pm more Ship in Sight at daylight South East Dist 20 Miles at 9 am more Ship off there Sail in Sight thus Ends

Thursday Comm with light breze heading our Course at 2 pm 2 Sails in Sight at 3 pm more Ship in Sight steering off Sail in Sight at daylight Sail in Sight thus Ends Employed in Cruising aforesaid

Friday Comm with fine breze Course as at 8 pm Finished foresaid and bent it at 6 pm both in Sail heading off there off Lee Bay, tried it done at daylight Made Sail Cruising off Lee Lyn Pattes past one Sail in Sight thus Ends

Saturday Comm with strong breze Ship cruising off Lee Lyn one Sail in Sight and Finlands third fine weather till ten the same 3 Sails in Sight Bargue Mary an Brilany &c Ends

Sunday Comm with fine weather nothing in Sight but Ships and Finlands third past Lyn Hacks at 7 am Fleet off & towards the Rock 2 Sails in Sight &c Ends

Monday Comm with light airs at 2 pm heading off on the wind off thus at 3 pm more in at 11 pm more off there this and latter thick Laggy weather no seeing a Ships length at 11 am more in there &c Ends

Tuesday Comm with thick weather at 2 pm clearing up 4 Sails in Sight about 2 Miles heading off there Land dist 20 Miles North Head at 6 pm still heading in Sight a Head of Blackfish to Lee to Leeves this Strong breze latter foggy 2 Sails in Sight at intervals thus Ends this page

Second Mate Still off Duty

Log of Barque Greyhound of Westport

Friday August 10th — Comm'd with thick weather Ships heading in towards weather at 3 pm clear Sam'd Pinbacks and two Boats of Blackfish gaing quick towin one boat without success at 5 pm kept N' towards N'th head at 6 pm took in light Sails and at 7 pm hauled off shore under Short Sail Mid Part laying aback at daylight wore Ship Made Sail heading in for bay thus Ends in the bay nothing in sight

Saturday August 11th — Comm'd with Strong breze Ship in the bay at 3 pm heading out of the bay at 6 pm took in Sail heading off shore N'E Aback at daylight — Kept of N'E for the Rock at Meridian saw one Sail ahead this Ends nothing in sight

Sunday August 12th — Comm'd with Strong breze Rock in sight at 4 pm Spoke Ship Bonaldo from the off shore going one Hundred Miles past laying aback at 7 am Made all Sail Steering for N'E Cape 4 Sails in sight — thus Ends

Monday August 13th — Comm'd with Strong breze at 2 pm passed the Rock Course N' N' E for Mangonui island Mid Part light breze Latter part fine breze nothing in sight Ob'd Noon Latt 1.30 Longt 1.20

Tuesday August 14th — Comm'd with light breze Course N'E nothing in sight Mid fine breze latter Clear weather nothing in sight this Ends Latt — 2.19 Longt 3.04

Wednesday August 15th — Comm'd with fine weather Course N'E nothing in sight Mid light rain latter part fine Strong breze nothing in sight this Ends getting casks ready for water

Thursday August 16th — Comm'd with thick weather Course N' nothing in Sight light rain at intervals Mid Clear latter part Squally nothing in Sight this Ends

Latt 4.18. S' Longt 3.26

Bound Inwards The Cocos Islands

Friday August 17th
Comes with clear weather at intervals at 8 pm Sam a paddle afloat and a turtle round it lowered and got them both this light air at 11 am Sam Cocos island bearing S.E. by S distance 20 miles Russel to the mizen chains at 6 am right of towards it at 8 am heavy rain with light air at 11 am hauled Main yard aback heading S.E. got up Chains and sent them thus Ends with rain

Saturday August 18th
Comes with heavy rain with light air Ship heading to the S.E. at 8 pm the Same Mid Heavy rain Squalls reefed at 2 am unreefed Ship at daylight Sam the land bearing N.N.W. made all sail for the island at Meridian Past in the Harbour mind Pet go Tide took Ship out again thus Ends Standing off Shore

Sunday August 19th
Comes with rainy weather at 4 pm Stood in the Harbour mind Pet go again clewed three boats and Streamed a towline with Boat anchor and began to haul in thick rainy weather at 5½ pm Came at anchor in 14 fathoms water with 35 fathoms water furled Sails and got Starboard anchor off the bow and fine at 7 am took 70 Pcs of Cask on Shore at 10 am Bark Ohio Came in at 10 am got off raft thus Ends Stowing down and cleaning Ballain

Monday August 20
Comes with Stormy water and fine no rain at 7 am sent 4 Men in to Cut wood at Some with another raft at 10 am got off raft at 11 am got 2 boat load of wood Cut Waiting for the Tide thus Ends

Tuesday August 21st
Comes with getting off wood and Stowing water fine fine weather at 7 am light rain Employed in Stowing Starboard anchor to the bow all Hands on Shore washing from both Ships So Ends fine weather

Second Mate Still off Duty Sick

Log of Barque Greyhound of Hull

Wednesday August 22d
Comm with fine clear weather Light breze at 2 pm got under way & the Ships and Stood at to Sea by the wind heading S & by the wind at 4 pm finished Stowing anchors and Chains Mid and latter Light breze Saw Blackfish going quick the other Barque in Company thus Ends

Thursday August 23d
Comm with fine clear weather at 6 pm Saw a Shoal of Blackfish Mid fine clear weather latter the Same Saw a Shoal of Blackfish going to quick to windward Ends

Friday August 24
Comm with Light breeze Ships heading S & the other Ship in Company Mid Strong breze latter the Same Saw a Sail to the westward thus Ends with rain

Lat 2.20 Long 83.45

Saturday August 25
Comm with rain Ships heading S & the other Barque in Company at 4 pm Strong wind took in Light Sails and Courses Mid Strong breze at 7 am wore Ship heading west the other Ship in Sight thus Ends

Lat 1.36 83.45

Sunday August 26
Comm with Strong breze Ship under whole topsails heading to the westward at 4 pm wore Ship to the Eastward at 6 pm took in Courses Mid Strong breze at 7 am wore Ship to the westward Mid Watch took the Sail in Sight Heading to the Eastward Mid Ends

Lat 1.38 Long 83.51

Monday August 27
Comm with Strong breze Ships heading as S & the same at 6 pm handed up Courses and Single reefed Topsails Mid Strong Lurey latter the Same Ship heading to the Eastward

Second Mate Sick no improvement taking Medicine all the time

Cruising On the Oceanus Ground

Wednesday August 28th
Comm with fine weather & Light airs at 1 pm Spoke Bark Islander and Anamm Ship Just Strong breze nothing in Sight Thus Ends

1.57

Thursday August 29th
Comm with Strong breze & Ship Steering to the Southward at 9 am Spoke Ship Strong breze & Ships the Same Ship heading to the westward at Meridian Sun a Sail Thus Ends

Latt 1.45 Longt 84.25

Friday August 30th
Comm with Strong breze Ship heading to the westward at 4 pm Saw Sunbacks at 6 pm Saw Sunbacks at Sundown Shortened Sail heading to the westward latter part Strong breze nothing in Sight & Ends

Latt 1.48 86.15

Saturday August 31st
Comm with Strong breze Ship heading to the westward at 8 pm more Ship Steering by the wind Standing as Course Ship under two topsails and Jib at daylight Set Courses at 7 am Saw Sunbacks latter part Strong breze nothing in Sight thus Ends

Latt 1.47

Sunday September 1st
Comm with Strong breze and thick weather Ship heading to the Eastward under Short Sail and the Same at daylight light breze thick all Sail Set nothing in Sight thick weather So Ends

No Observation

Monday September 2nd
Comm with light breze and thick weather Course S.W. at 8 pm Saw an the wind heading to the East took in Sight Sail at daylight thick all Sail Steering Course & Thus Ends

Latt 1.20 Longt 82.32

Tuesday 8th September — Comd with Strong breez Steering by the wind this day Saw one Shark at 6 pm Shortened Sail for the night at daylight Made all Sail Steering E.S.E. at 8 am Saw a Sail for Blackfish Starboard Boat Struck and drowned got none Came on board Made all Sail So End

Latt 10 N Long

Wednesday 9th September — Comd with fine weather Nothing in Sight Course E.S.E. and Ran Supposed dist 70 Miles at 2 pm Struck in Soundings at daylight Saw the Land ahead dist 12 Miles at 7 am more Sail off Shore and Ld down Puresail to repair thus End

Latt 48 N Long 8 10 W 25

Thursday 10th September — Comd with thick weather Ships Heading off Shore Sail Set nothing in Sight Wind Strong breze Struck in Soundings Sails Fatter Strong breze nothing in Sight Ships Heading on thus End

Latt 11 N Long 8 2 W 15

Friday 11th September — Comd with Strong breze at 4 pm Saw Torpedoes at 6 pm Kept off N W at 7 am Saw a Sail at 11 pm Spoke North Wester sailing thus End

Latt

Saturday 12th September — Comd with light breze Ships Heading to the Northward at 6 pm Saw Blackfish Wind Fast Increasing at 7 am Made Sail Steering N E in the other Boat in Sight thus End

Latt 44 N Long 4 40 W

Sunday 13th September — Comd with fine weather Ships Heading to the Northward at 8 am Discovered nothing in Sight at 9 pm Struck on Soundings Wind Increased up Comd Wind Fast Increasing Struck Sails Fatter Steering N E nothing in Sight

Second Mate Still Sick

Cruising On The Newfoundland

Tuesday 13th September

Comm' with fine weather 2 Sail in Sight Ship heading to the Westward at 9 am Saw 2 Sails Latter nothing in Sight fine and Clear this Day

Latt 1.05 Lost 8[illegible]

Wednesday 14th September

Comm' with Clear weather Ship heading to the Northward at 3 pm heading E - SE one Sail in Sight at 6 Pm lost Sight Sails and Courses this Morning breeze at daylight Made all Sail heading to the Eastward Latter part nothing in Sight this Day

Latt 45.30 N Lost 84.05

Thursday 15th September

Comm' with Strong breeze and thick weather at 6 pm wore Ship to the Northward with heads Yards aback light Sails in at daylight Made all Sail Steering S'm Latter part - handed wind to the East - this Day one Sail in Sight

Friday 16th September

Comm' with thick weather one Sail in Sight at 6 pm lost it in Sight Sails and handed heads Yards aback for the night and just Steering S'm at 9 am Loss'd to the wind to the Eastward nothing in Sight this Day

Latt 2.05 Lost 814.05

Saturday 17th September

Comm with Strong breeze Down one Pinnacle Ship heading to the East at 6 pm lost it in Course Wind Strong breeze at 7 am more Ship heading to the Northward latter thick weather nothing in Sight this D.

Latt 1.45 814

Sunday 18th September

Comm with thick weather at 2 pm Clear nothing in Sight at 6 pm lost it in Courses Wind Strong breeze latter part heading to the Northward Keeper Islander in Sight this Day

Days of Voyage Southward of Westport

Wednesday September 15th
Comm with Strong breeze Ship heading to the northward nothing in sight at 8 pm more Ship to the Eastward and Strong breeze at 10 am Rainy at 11 am more Ship heading to the northward 2 Sail in sight Hungry Thus Ends
Latt 2.03. N Longt 0 none

Thursday September 16th
Comm with Strong breeze at night Spake Ranger Sacra of northport 2.50 Wind fresh Strong breeze with the Ship heading to the Eastward at 8 am Ship heading to the northward Thus Ends
Latt 1.40 N Longt 814.35

Friday September 17th
Comm with light-breeze nothing in sight-but one Sail at 6 pm Shortened Sail at 8 am Made all Sail heading as Latter the same clear weather nothing in sight-Thus Ends
Latt 140 Longt 815.56

Saturday September 18th
Comm with fine clear weather Ship heading as Said the same Latter part one Sail in sight-Thus Ends
Latt 2.04 Longt 817.05

Sunday September 19th
Comm with fine clear weather Ship heading to the Northward nothing in sight at 6 pm more Ship heading E S E all Sail out Said the same at 8 am Sent down fore topsail to repair and Sent Latter part repairing Sail nothing in sight
no Lattitude Longt 816.05

Monday September 20th
Comm with Strong breeze Ship heading to the East and South one watch repairing Sail at 8 pm Sent in fore Sail and Main topsail Said Strong breeze Latter more moderate Sent for topsail Thus Ends nothing in sight
Latt 1.14 N Longt 815.15

Tuesday September 21st
Comm with fine weather at 8 pm Sent for topsail Ship heading to Eastward all Sail Said the same at 8 am was Ship heading to the northward nothing in sight Second Mate Still Sick

Crossing Of Gerbaspages And Vicedit

Sunday 22 } Comd with Strong breezy Ship heading to the westwd
September } Employed in repairing Sails Cleaning ship &
at 4 pm making in Sight Dry Town abeam
part fine weather carrying all Sail latter the same do Ends
Latt 4 0 N Long 816.56

Monday 23 } Comd with fine weather Ship Heading to the westwd
September } one Sail back in Sight this day Mid fine heading in &
latter the same Mids Ends
Latt 28 0 N Long 818.45

Tuesday 24 } Comd with fine weather Ship heading to the westwd
September } Light airs most Mid fine at daylight Dry Town abeam
dist 12 Miles at 8 am Kept off N E for Abingtn at 10
am saw a Sail Heading to the East Mids Ends
Latt 27 0 N

Wednesday 25 } Comd with fine weather at 4 pm Passed the mid
September } for Abingtn at 6 pm dist 15 Miles Tacked in Sight
Sails Fine and Courses at daylight Made all Sail to the Ship
Standing in towards Abingtn nothing in Sight this day
as usual Good Winds when their will be So Ends
Latt Long

Thursday 26 } Comd with Light airs Course for Abingtn dist
September } 12 Miles at 8 pm hauled to the Eastwd at 6
pm Tacked in Sight Sails at daylight Thick
weather Heading towards Abingtn Latter Clear nothing
in Sight but Sand at Anchor to Clear off Mids Ends
Latt 30 0 N Long 819.55

Friday 27th } Comd with Clear weather Ship Heading to the East
September } at 8 pm more Ship Tacked in Sight Sails and Main
Course Sand dist 2 Miles Mid Strong Breze at Daylight
began to haul ahead at 9 am Anchored Saw
more Ship Heading in towards Abingtn at noon
Tacked in Sight Mids Ends
Latt 43 0 N

Log of the Bark Greyhound of Westport

Cruising off Abington

And Thay it Light

Tuesday September 28th

Comm's with whole Sail breeze Ship heading in Linbacks in Sight to Wnw at 4 pm Tacked Ship off Shore Pond dist 2 Miles at 6 pm took in Sails and main course this Strong breze with fine Sail in Sight thus Ends Abington in Sight

Wednesday September 29th

Comm' with fine weather one Sail in Sight at 6 pm Spoke Bark Greyhound Bound East heading in Shore at 10 am more Ship off Shore at 9 am more Ships in Shore at 10 am more Ship off Shore the other Ship at 7 Miles at 11 am Saw a Shoal of Sperm whales Comm to windward quick Lowered whales dist one Mile got within a quarter of a Mile Struck Fish round the boat Killed them off to the Leward gave Chase the other Ship boat Closed to this Ends Chasing

Lott 1.20 Sig. 20

Thursday September 30th

Comm' with Chasing whales Struck Some Chant to get a to work Carefull offered to leave Chances together Both our boat Could go on but they mann not Do we rested them whales Sick to windward at 4 pm Come on board no whales neither Ship all Chance to be Struck if Chances Lost been Leave together Saw that Captain an old hay all or nothing Said Strong breze a 8 am heading to the Sw Saw a Linback Saw a Wreck to Lee Kept off for it did not See it again thus Ends the other boat in Sight and Abington dist 35 Miles

Lott 1.14

Friday October first

Comm with Strong breze at 3 pm more Ship to the East nothing in Sight Bore just Standing off Shore at 6 Ship Thos Lyon in Sight at 9 am more Ships in at 11 am Saw a Shoal of whales Coming quick to Leward Lowered for them Could not get in ahead gave Chase to windward the Lucky Captain went on board Killed Struck the other Ship with two boats Closed

Cruising off Slingsby Shoal. Gale Force

Commences with Clearing at 3 pm ntabs dist from the boats one Mile Signal Set to come on board Close so the other Ship boat remaining off at 4 pm ntabs pulled off towards the boats to pull to windward get within a quarter mile of the other Ships boats when the Struck the Fifth Colors ntabs told to steward your Close Reefd Trigate at 5½ pm Cast Loose again ntabs Coming Closed to the Ship at Clark ntabs Stopped Sudenly Captain went on to Shore before Starting a Man Jumped out off the boat by Night and was seen no more Struck the ntabs and yet Stove boat rolled over Line got foul on Starned Sailed boat and Line oars and All things excepting buckets at 2 pm got Steven boat in on Deck and put out another Sail Part ners Employd in rigging the other boat this just Tying aback at daylight Made all Sail heading to the Eastward the other Ship Cutting their End reparing Steven boat

Commences with light Breeze and smoky weather daylight Saw a Sail in Sight to windward Set to the Ship Steering E' at 6 pm Tacked to the main to the Eastward Kept in Sight Sail and Carried the Strong winds at daylight down Reefs Breeze at 10 am Sun ntabs Closed to the Ship got Galley with the Ship took out on the mind gaing Sight the devil reefed boat Sails and gave Chase with two boat D B & B at 11 am got to windward and pulled the ntabs to Steward D B went on good Chance got one Bagil iron in the ntabs Bilge Took out 35 fathoms line Came out Bagiled ntabs Come up to Steward gave Chase Could not get on ntabs ment down did not See them again to rugged to See Steward any distance their End Coming on board

daylight Saw a Sail in Sight bearing N.

Log of Bark Greyhound of Westport

Thursday October 2d
Comd with Strong winds and rugged at 1 pm saw land bearing NE by E 5 leagues distant at 2 pm tacked to the East Course kept on that tack untill 6 pm then tacked to the East Course kept on that tack untill 12 pm Employed in repairing boat at 1 am tacked to the North at 7 am little Thunder Storm at meridian fresh gales and cloudy weather

Second Mate off Duty Sick

Friday October 3d
Comd with Strong breezes at 4 pm made sail and tacked to the East Course at 8 pm finished boat this heading and Strong breeze at daylight abington in sight off weather from this to meridian nothing in sight this 24 hours

Lat 1.30 Lon 89.20

Second Mate off Duty Sick

Saturday October 4th
Comd with fine clear weather nothing in sight more than to the Eastward at 8 pm made all sail and tacked at 6 am put out main boat Sam a number of fishes and something that looked like whales at Sailors went out after to Leeward in one hour could not muster them out Sam them 5 Miles off from Ship off 4 hours Sam nothing passed to the main to the Eastward this 24 hours

Lat 1.50 0

Sunday October 7th
Comd with Strong whole sail breeze carrying all sail heading to the Eastward this Strong breeze at daylight tacked and Sail at 10 am Sam a Sail off the Lee bow at 1 pm not this another Sail in sight this 24 hours

Monday October 8th
Comd with Strong breeze boat in sight Sails at 4 pm passed an american Schooner bound to the Eastward this Strong breeze at daylight the same at 10 am not this to the Eastward one Sail in sight this 24 hours

Second Mate off duty Sick with the Rheumatism

Wednesday 10th October

Comd with Strong breze nothing in Sight at 4 pm
Shot Ship to the S.W. in Sight Steering to the S.E.
Same Sail in Sight at 8 pm Shortened Sail in Sight
Ships off Lee Bow at 11 pm Wore Ship to the Eastward
Latt 1.26 Longt 80.48

Thursday 11th October

Comd with Light airs at 4 pm Sounded and Shoal
to Clean Ship Bottom very foul Shot Light airs
Ships Reading S Letter thick weather nothing in Sight this End
Latt 1.11

Friday 12th October

Comd with Light breeze Ship heading S.S.E by the mind
Ellington in Sight off weather Beam Shot Light breze
Latter fine and Clear nothing in Sight
Strong Current Setting to Eastward this End
Latt 1.08 N Longt 80.04

Saturday 13th October

Comd with Light breze Ship heading E.S.E nothing
in Sight Shot fine at daylight Hove to Grinnel in
Sight Latter part Steering E.S.E nothing in Sight
Weather fine and Clear this Ends
Latt 0.0 Sth Longt 80.47

Sunday 14th October

Comd with fine clear weather finding in Sight
and the other Ships at 6 pm Tacked Ship to the
Eastward at daylight fine and Clear at Meridian Sam Towns
Island ahead this Ends

Monday 15th October

Comd with Clear weather at 4 pm Passed Towns Island
and Kept off Inward Line on the other Tack distt 1 Mile
Steering the Same Shot part Saying Tacked Strong S.W
nothing in Sight but Sun this End
Ellington dist 2 Miles and the other Tack out of Sight

Remarks
Hard Oct 15th

Comm^d with fine clear weather at 4 pm tryed to w
mind to the northward under the lee of Abington at
6 pm tacked Ship both in light Sails and Course and
Tranled each head yards at daylight Made all Sail
Steering E by S^t Latter the same fine and clear nothing in Sig
Latt 1.14 N

Remarks
Wednesday
October 16th

Comm^d with clear weather Course E by S^t at 2 pm
passed a Cargoe Steering to the northward Wind fast
Strong breze Latter the same employed in Dressing ma
mark on the dead Eyes thus Ends nothing in Sight
Latt 50 0 N

Remarks
Thursday
October 17th

Comm^d with Strong breze at 4 pm Squally Made
light Sails Ship Reading E by E Wind & the mid
Latter Steering as before & thus Ends
Latt 1.37

Remarks
Friday
October 18th

Comm^d with Strong breze course as before at 8 pm
Both Ships Boats are at 8 on the mid Wind Li
breze latter Steering E by S^t Employed in Cleaning iron
work on the mindlass thus Ends nothing Seen
Latt 1.25 N Long 86.0 W

Remarks
Saturday
October 19th

Comm^d with light breze Ship by the mid heading East
nothing in Sight Employed in Cleaning iron work
this light breze latter the same nothing in Sigh
but fair Weather

Remarks
Sunday
October 20th

Comm^d with light breze Ship heading to the
Eastward at 3 pm one Sail in Sight Steer
the same Mid Strong breze latter the mid nea
in Sight thus Ends

Latt 52 N 17

Thursday the 1st Inclusive

(Comes) Comes with Strong breezes and Hazy weather in sight
(Monday) at 8 pm Hove Ranges Standing Harbour
(Tuesday) Light and Strong winds Latter Part Moderate
(Wednesday) Latter Thick weather nothing in sight Thus Ends
Light Airs

(Comes) Comes with Strong winds at 1 pm Hove to
(Tuesday) Eastern at 8 pm Moderate Hove to and Sails Strong breezes
(Wednesday) Latter the Same Ship heading S.E. Thus Ends
Light Airs

(Comes) Comes with Strong breezes and Thick weather nothing
(Tuesday) in sight - and Strong winds Latter Part Moderate
(Wednesday) Latter Thick weather nothing in sight Thus Ends
Light Airs & Calm & Fogy 8 to 10 AM

(Comes) Comes with Light breeze Ship heading S.E at 4 pm
Saw the Land at 7 ½ pm bearing N.E. off the Ile of
Inanita Land dist 2½ Miles Ship past laying off and
on daylight Land dist 2 Miles Tacked Ship off Shore
Latter part Isle of Plat in sight - to windward at 10 am
Tacked Ship in Hope Channel in to Belongo for wood
and water at 12 Heading up along Shore Thus Ends

(Comes) Comes with Light breeze Ship heading in Shore at 1 pm
(Thursday) got up Chains and sent them at 5 pm Could not
Fetch the Port Thick weather Tacked off Shore and Sail
in Sight and Calms Latter the same standing in to Ends

(Comes) Comes with standing in at 4½ pm Came to
(Friday 4th) an Anchor at Belongo in 8 fathoms water and 3 fathoms
Chain this Calms at Light Ended and began to Cut
wood Latter the Same Thus Ends

Log of the Barque Greshaum of Bos

Remarks) Came with Cutting wood and bailing at dawn
Saturday) at 2 pm finished Cutting for the day went on b
Oct 1st) got 1 hundred and 20 Lbs of Carti-ages for no
this day but then discovered Merchant S
Mid Calms at 6 am Tacks in raft of 100 Lbs to fi
at Meridian got it filled and began to raft this i

Remarks) Came with rafting at 1 pm got off 15 Casks
Sunday) at 2 pm got it in and began to pump it clean
October 2d at 4 pm sent in a raft at 5 pm finished
Pumping clean and washed off Mid Calms
Mid Calms at 6 am sent all hands on shore for a
run Round this Day

Remarks) Came with all hands on shore same Grounds same as
Monday) and so at 6 pm got all off had some trouble after
October 3d) they got on board to see who should be Master fina
they found their Protatie was just all right with the Shoo
at 7 am went in for more got off a boat load at 11 Lo
3 Men sick off duty 2 Pumping one Steward Jacob
Mate sick is rather hard working this Day

Remarks) Came with Pumping moved at 8 pm got off Sma
Tuesday) raft of water at 5 pm finished Pumping water
October 4th) and moved and washed off this Day at 7 am Se
8 Men on shore to fill water Still raining at 12 oC
got 2 Coubbs off this Days running 1

Remarks) Came with rainy weather Employed in Morning cle
Wednesday) water at 5 pm finished and washed off So Ends
October 5th) the water 2.94 Lbs five Men sick this Morn
at 7 am went on Shore for more rainy weather and Sta
Breeze at Meridian got off the Boat Load all
the Wood and water off thank God

Remks) Comm' with cutting up wood and clearing
Wednesday) up Decks ready for sea at 8 pm all ready
November) time not fair Start in the Morning at 5 am
first — light breze hove our cable and stood out to sea
to the East heading off shore light airs thus End

Remks) Comm' with light breze at 8 pm more ships in there at
Friday) 4 pm more ships off shore at 6 heading in Shore
breeze and towards Sunrise, Shifted at daylight
Ships twenty miles to leward of Selong when we came
at 7 am more ships off shore Latter Light breze Employed in
putting out a boat with breeze out the time to End

Remks) Comm' with fine breze Ships heading off shore side of
Saturday) Boat dist 2 miles off the Coast Shifted light breze at 1 pm
November more ships to the SE at daylight side of Boat 4 miles off the Coast
third Strong current running to leward latter part Employed in
working Ships outside thus End with Strong breze

Remks) Comm' with Strong breeze Ships heading SSE
Sunday) Set to pm tacked off Shore at 2 am tacked in Shore at daylight
November) 1st at Selong on the weather beam dist 12 miles one Ship
4th) keeping at an chor and a Schooner on shore at 7 am tacked
off Shore End dist 2 miles at 10 am tacked in to End

Remks) Comm' with fine breze at 4 pm Hauled off at Selong
Monday) at 4! Tacked off Shore at 5! heading in at 7 tacked
off could not quite weather the 1st Pm Strong current
at daylight found ourselves 4 Miles to leward of the 1st
Latter part heading SE light breze thus End

(Remarks) Comm with light breze Ship Came S E & S two Pts fr
Thursday) at 8 pm Strong breze Com in Sight off the Beam at 6 pm
Bermuda) got Starboard anchor off the town at Midnight in
the Harbour had best Sayling Abaft at daylight Sent the 1st
& 3d Mates Ashore to Shift Ballast Steering S for Turnbey
Shipping in Sight So End

This day Mr Philips discharged Sick

(Remarks) Comm with fine breze at 3 pm Came to anchor in
Wednesday) Turnbey in 8 Fathoms water Bergen Islands
Bore mbr with Ships Town Pigeon Quarries at anchor this Night airs
at daylight commenced Cleaning Ship Scraping Chains and
painting Sides the Same

(Remarks) Comm with painting at 2 pm finished one Coat
Thursday) at daylight began to paint at Meridian finished main
Side for Salutes this Day

(Remarks) Comm with Strong breze employed variously
Friday) at daylight Sent on board 40 lbs Salutes and two pumps
Sides Painting Chains this Day Mr John Porter Coming in

(Remarks) Comm with Strong breze getting Ship ready for Sea
Saturday) to go tomorrow at 4 pm Sent boat in for the
Master this Day Calm

(Remarks) Comm with fine breze and fair tide at 4 pm
(Sunday) Capt came off had some trouble clearing Ship
it to) this day Hoisted Mrs Smith as Ships officers
and a Third Mate as Pilot no Room over the Bar
to late to get under way to night at 3 am
got under weigh with light airs from the land
and a fair current Pilot left us at 8 am
Sun off Shore

Remks) Comd with light breeze Hds heading SS E—
Monday) at 4 pm heading S. Lent dist 6 Miles to clear Hds
off. Shore at 5 pm tacked in at 6 pm tacked
off at 10 pm tacked in at 2 am Calms latter the same
Employd in Painting Starboard beat thro Ens
Latt 3..25

Remks) Comd with light breeze at 4 pm Tacked Hds off
Tuesday) Shore Land dist 2 Miles at 5 pm bearing Strong E by S
Main Tops'l Lail Sent it down at 5½ pm standing
reefd Hds heading as 8 pm Din the same Hds heading 8 pm
at 9 am finished Breakfast Lail Sent it and Set down Easy &
reef topsail Set 10 am more Hds heading E by E thro Ens
Latt D Obs't Lngt 81..44

Remks) Comd with Strong Strong breeze and thick weather
Wednesday) at 3 pm Hands Set reefd Thick Strong breeze standing reefd
more up Shore at 9 am more Hds in Shore at daylight
Moderate Made all Sail latter Strong breeze thro Ens
Latt 4..34

Remks) Comd with Strong breeze Hds heading SE thick
Thursday) weather at 5½ pm saw a Canoe standing off Shore
at 8 pm Santa Cruz dist 3 Miles more off Shore
stood in light Airs Thro light at 8 am
Carpenter went on Shore for Water Shot two one
Man absconded Carpd in Search for him
Remks) Comd with laying Hands on at 5 pm Carpenter
off with canoe Carpd standing on Shore
Din light airs at daylight Standing in towards the land
Latter part begin of the Northern thro Ens

Remks) Comd with standing in a boat at 2 pm returned
with) and found the Man Captain Boyd to Ship another
to Come on board standing thro part Employ'd
and on Latter Standing in Do Ens

Wednesday Nov 18th

Comm'd with Captain Canning on board with one then Steering & the mind this and latter the same nothing in

Latt 5.44

Thursday Nov 19th

Comm'd with thick weather carrying all Sail at 5 pm tacked Ship heading E. And and latter calms & Black fair in Sight going yards this End

Lngt 9.240

Friday Nov 20th

Comm'd with calms at 6 pm light airs Ship heading in Sun this the same latter light breze nothing in Sight this End

Latt 6.23

Saturday 21st

Comm'd with light breze Ship heading S on all Sail Set And light breze Ship heading SS on latter the same nothing in Sight this day

Sunday Nov 22

Comm'd with fine breze Ship heading SS on on the mind at 3 pm Pumps tacks in Sight at 4 pm Strong breze tacks in fore Ship & Sail this Strong breze latter just tacks in Com Coast to repair this Ship heading S & S on Sight

Latt 9.34 Lngt 9.6.25

Monday 23rd

Comm'd with Strong breze at 6 pm tacks Ship heading E tacks in light Sails And and latter Strong breze with Squalls nothing in Sight Ship heading E & S

Latt 8.5.4 Lngt 8.5.44

Tuesday 24th

Comm'd with Squaly weather tacks in Sight Sail Ship heading E & the mind this past tacks Ship heading S on latter Squalls & latter part employed in painting main Mast this End nothing in Sight

Latt 9.4.0 Lngt 8.6.25

On the Foretop Gallt

Tuesday Comm's with light breze Hds Headway at 9 am
Wednesday at 1 pm saw an Enemy bore South of the
Sun 2 pt light sails this first heading & latter the same
strong breze thus Ends nothing in Sight
Latt 10.36 Lngt 86.54

Wednesday Comm's with strong breze Hds Headway SSE & SE
Thursday saw the same Vessel just Employed in Cutting
outside thus Ends Strong breze nothing in Sight
Latt 12.09 Lngt 87.45

Thursday Comm's with Strong breze Hds Heading SSE &
Friday Employed in Painting Starboard Gunt outside This Light
Sun 27 breze Latter the same Breeze John Avery Seaman in Sight
this Ends nothing in Sight
Latt 13.09 Lngt 88.93

Saturday Comm's with light breze Hds Headway SE on
Sunday this light breze at 6 am Calms Sent down Main
Sun 28 Topsail to repair thus Ends
Latt 14.10

Monday Comm's with Calms at 1 pm finished Main
Tuesday Topsail and Sent it up at 6 pm light air more
Hds Heading N'E at 8 am saw Hds Heading SSE Employed
in Cutting new fore Hds Gallant Backstay this End
Latt 13.54 Lngt 88.45

Wednesday Comms with light airs at one pm Sent up Hds Mast
at 3 pm Finished at 5 pm Latter Hds Heading SE
Light airs Thick and Latter the same fine weather
nothing in Sight thus Ends
Latt 13.10 Lngt 87.35

Log of Bark Greyhound of Westpo

Sunday December 1st
Comm' with light breze Ship heading E & N E
Shu part time vere' to the Ship heading S E at 8 am.
time vere' to the Ship heading N E Latter the same time
clear weather nothing in sight this time
Latt 12.45 Long 87.00

Monday December 2nd
Comm' with light breze and clear weather Ship heading
N E & nothing in sight Shu and latter part time clear Ship
Ship heading E S E fresh a Overcast Ship this time
Latt 12.45 Long 85.29

Tuesday December 3rd
Comm' with light breze and clear weather Ship heading
N E & nothing in sight Shu light breze Latter Strong
breze Ship heading E N E nothing in sight this time
Latt 11.07 Long 84.19

Wednesday December 4th
Comm' with Strong whole sail breze Ship heading
E S E one point reefing boat Sails and Steering
gear Shu part Strong breze latter the same
fine weather and confish in sight this time Ship heading E S E
Latt 10.19

Thursday December 5th
Comm' with Strong breze Ship heading E S E
fine weather in sight Shu Strong breze and
latter Ship heading S in Company in Selling up the
nothing in sight Strong breze Thick weather
Latt 10.21 Long 82.00

Friday December 6th
Comm' with Strong breze Ship heading S E
at 6 pm latter Ship heading E S E
this and latter part fine clear weather sight Sail in
in sight Ship heading E S E
Latt 11.20 Long 81.15

Round to Towards the Eastern Ocean

Sunday Comm with light breeze and fine after weather
Sept 7th nothing in sight - Ships heading East this Day
Latter part Employed in Carrying down riggin this Day
7th nothing in sight Ships heading East

Latt 10 Long 79 W

Monday Comm with fine weather Ships heading E & N
Sept 8th Employed in Carrying riggin and Setting up Masts
Ends this part Strong breeze at 6 am Saw the Land Latter
8th part Carrying riggin Ships heading off Shore Saw do Land

Latt 10 Long 79 W

Tuesday Comm with Strong breeze both in light Sails and
Sept 9th Employed Reefing Main Sail at 4 pm Shore Shortened
Set light Sails at 6 pm to the SE at 8 am to the E
9th in Shore at 9 am Tacked to the Sea at 12 am Saw a brig
Thus End Strong breeze and Thick weather Ships heading East

Latt 10.30 Long 79.02

Wednesday Comm with Strong breeze at 1 pm Tacked Ships heading E & N
Sept 10th at 6 pm Tacked Ships heading S E at 8 pm Tacked Ships
heading E & N E at 9 am Tacked Ships heading S E Saw the Sea
11th nothing in Sight Strong breeze Thus Ends

Latt 11 - 15 Long 79 - 29

Thursday Comm with Strong breeze at 2 pm Tacked Ships heading
Sept 11th E & N E at 11 pm Tacked Ships heading S E Strong breeze
Commences with Thick in Sight Sails at 7 am Tacked Ships heading E & N E
Latter Strong breeze and Thick weather Ends

Latt 11 - 28 Long 78 - 34

Friday Comm with Strong breeze Ships heading E S E at 6 pm
Sept 12th Tacked Ships heading S E in Sight - Sails at 8 am
Commences with Tacked Ships heading E S E Strong breeze and Thick weather
nothing in Sight Thus Ends

Latt 11 - 34 Long 77 - 59

Log of Barque Greyhound of Westport

Remarks Comm' with Strong whole Sail breeze Ship heading
Thursday E by S at 6 pm tacked Ship heading S by E
December 13th 6 pm first heading S by E at 7 am tacked Ship he
E by S Employed in steering head Steys thus Ends Light breez
Latt - 11.57 Long 78.00

Remarks Comm' with Light breeze at 6 pm tacked Shi
Friday heading SE on Light breeze 6 pm Light breez Latte
December 14th the same Cero fish in Sight thus Ends
Latt 12 - 14 Long 78.44

Remarks Comm' with Light breeze Saw blackfish Powered with a
Saturday Success this first Strong breeze Ship heading SE by E pm Latte
December 15th heading SE pm thus Ends nothing in Sight
Latt 13.04 L

Remarks Comm' with whole Said breeze Ship heading S pm E
Sunday at 6 pm tacked Ship heading E by S 6 pm the same
December 16th Latt on tacked Ship to the S pm Latte first tacked to the East
Latt 13 - 17 Long 79 00

Remarks Comm' with Strong breeze at 6 pm tacked Ship heade
Monday SE pm and Sail in Sight Mid Light breez Latte the same
December 17th heading SE pm nothing in Sight thus Ends
Latt 13.54 Long 80.00

Remarks Comm' with Strong breeze Ship heading SE pm at 5 pm
Tuesday tacked Ship heading E by S all Sail Set
December 18th Mid and Latte the same Strong breez and rough Sea Ends
Latt 13 47 Long 78.26

Remarks Comm' with Strong breez and thick raggid weathe
Wednesday Ship heading E by S at 4 pm saw Leather 4 Miles of
December 19th off the weather Beam at 4 pm steered two hours
end pulled to windward saw the whales
once out of the boats last Sight of them in a Squal
at 6 pm came on Squal Sailed going to windward
Ship first Ship heading to the Eastward at 3 am tacke

Continued on Next Page

Cruising On The Gallao Ground

Ship off Coast Strong breeze at daylight thick weather latter the Same one Sail in sight this Ends Light Sails in
Latt 14.0 Long 78.0

Remarks } Comm with strong breeze at 4 pm more Ship
Thursday } to the Eastward at 5 pm saw in Company
December 20 } double reefed Sails in Main Course and
Spanker Shift part Light gale latter more Moderate
Heading to the Eastward this Ends thick weather
Latt 13.31 Long 77.09

Remarks } Comm with strong breeze more Ship Heading Sail
Friday } under double reefs and Courses Saw the Same
December 21st } latter the Same thick weather and rigged as Bell
at Merriden Saw a Head of whales going to windward
Like Bell this Ends

Remarks } Comm with lowering two boats in Chase of the
Saturday } whales Seen them are riding and then Came on
December 22 } board Same as usual Saw More whales at 4 pm
one Point on the Lee bow coming to windward
as if the Devil Sent them lowered two boats
again in Chase to windward at 5½ pm gave
them up for the reason that we could not See
there mast of the boats at 6 pm got on board
Shortened Sail heading East at 8 pm more Ship off Shore
at 8 am saw a Head of whales coming to Leward
quick lowered 2 boats Starboard Struck whale Lowering
and running hard Strong breeze and rugged at 10 am
the other boats fastened to Bhaving Sent him at 12
got him dead and took along Side the other
whales took off quick & Sail this Ends
Latt 14.15

Sunday December 27

Commd with getting ready for cutting at 2 pm hove Sundation at 2½ pm got in sea and began to clear up Decks at 6 pm ready for Supper Shifted over to the Lar did first Cutting up Blubber and Filling Casks at day Commenced clearing the Head at 7 am finished washed off Stee Mr Norris more Ship Made Sail Heading S.m Sent Watch Mus Empd Cutting

Latt 14.15 Lngt 75.26

Monday December 28

Commd with Strong breezes Ship Heading to the S Employd in Cutting Head at 6½ pm finished the Head more Ship Shortened Sail and began to Cut Blubber Mid part fine weather at daylight Sam Mark Herrald Cutting a Small whale at 8 am Made all Sail Heading S Employd in Cutting So End

Latt 14.04

Tuesday December 29

Comm with fine breze and Clear weather at 1 pm Saw a Shoal of whales Coming to Leeward very quick Lowerd 3 boats in Chase most part Struck whales took to windward Killed off to Leeward Starboard Struck at 4 pm took one whale to the Ship 3 B Still Chasing to Leeward at 8 pm took the other whale along Side got Supper Started the works and rake Falls Clear up Decks ready for Cutting in the Morning at 9 pm Looked on fine weather at 12 am got them Cutting in this End

Latt 13.37

Wednesday December 30

Comm with Clearing up Decks at 3 pm Started the works at 6 pm Ceased Clearing up Decks Mid part all Sail out Heading S S E at daylight Sam 3 Sail one heading latter part light breze and fine Clear weather nothing in sight at Meridian more Ship Heading E S E this End with Cutting

Latt 13.54 Lngt 73.00

On the Castle Station

Thursday December 8th) Comm with fine clear weather nothing in sight but this Ship still in sight this Calms Employed in bailing at daylight light airs & Sails in sight one Ship bailing at 10 am more Ships to the westward this End with bailing

Latt 13.59 Lgt 78.39

Friday December 9th) Comm with light airs Employed in bailing 6 Sails in sight at 10 am fine weather bailing at 11 am more Ship heading E by S latter part the same nothing in sight

Latt 13.29

Saturday December 10th) Comm with light breez Ship heading E by S at 4 pm heading S on nothing in sight but Sails this Calms Latter the same Employed in Coopering oils

Latt 13.29 Lgt 77.51

Sunday December 11th) Comm with light airs at 5 pm Spoke Barque Ferrals this in the latter Calms nothing in sight this Calms at daylight began to break out in the Main Hatchway to stow down Latter Stowing and Coopering this End

Latt 13.27 Lgt 78.14

Monday December 12th) Comm with Calms nothing in sight at 9 am began to stow down again latter the same this End

Latt 13.26

Tuesday January 13th) Comm with Coopering at 6 pm finished all but three Casks this Calms latter part finished and marked off Decks & Sails in sight Ship heading to the East

Latt 13.34 Lgt 77.54

Remks
Wednesd
January
Second

comm'd with light airs Ship heading East 2 sails in
Sight at 6 pm tacked Ship to the S.W. at 8 pm Calm
and light airs at 9 pm Sent down foresail to repair Ship head
to the Eastward fine clear weather 3 sail in Sight Thus Ends
Latt 13.51 Lngt 787.42

Remks
Thursday
January 3d

comm'd with light airs at 4 pm finished foresail and
Sent it at 6 pm more Ship heading S.W. one sail in
Sight and the first part fine clear weather nothing in
Sight
Thus Ends
Latt 14.26

Remks
Friday 4th
January

Comm'd with Strong breez nothing in Sight
and Strong breez Ship heading to the East ward
Latter part heading to the S.W. Thus Ends
Latt 14.04 Lngt 77.57

Remks
Saturday
January 5th

Comm'd with fine weather nothing in Sight
Ship heading to the S.W. and the fore latter part 4 sails
in sight no . whils this Ends
Latt 14.39 78.39

Remks
Sunday
January 6th

Comm'd with light breez nothing in Sight Ship heading
East at 10 pm more Ship heading S.W. at 10 am saw 2
Ship to the East 6 sails in Sight light airs and clear
weather nothing in Sight Thus Ends
Latt 14.22 Lngt 787.22

Remks
Monday
January 7th

Comm'd with light airs at 2 pm more Ship to the North
at 7 am more Ship to the East 7 sails in Sight
latter this Days Employed in making Observation
Thus Ends
Latt 14.22 Lngt 78.08

Remains
Tuesday
January 5th
Comd with Strong breze Shi heading to the East
& Sails in Sight the watch employd in heading
new main Sail & Sail at 6 pm Sent out Sight
Sails Shi Stay'd Sent heading in Shore nothing
in Sight but one Sail out to the West
finished the Main Sail & Sail and Sent it to the
Latt 14 14 Lng 77.11

Remains
Wednesday
January 6th
Comd with light breze Sailing at short at 4 pm
Spoke Shi Comodore Morris Shi Sail heading
in at 10 am Sent the Sail over Shi to Shore
Shi Ends

Latt 14.08 Lng 76.32

Remains
Thursday
January 7th
Comd with fine weather nothing in Sight
Shi heading off Shore Shi the same
Latter Steering as N.W. & Sails in Sight the Sail

Latt 14.33 Lng 11

Remains
Friday
January 8th
Comd with fine weather Shi & the men to the
D on at 4 pm 7 Sails in Sight at 8 pm
Spoke Barque Arling Shi Strong breze nothing
in Sight but Sails Latter the same & Ends

Latt 14.43 Lng 78.20

Remains
Saturday
January 9th
Comd with Strong breze Shi heading to the
Shi heading N.W. Shi Stay'd Latter Steering

Latt 14.21 Lng 78.20

Remains
Sunday
Comd with Strong breze Shi heading to Shore
heading & at 10 am more Shi heading on Ends

Latt 14.10 78.40

Remains

Log of Barque Bellerophon of Sydney

Remarks
Monday
Jan 14th

Came with strong breze Hds heading S.W. at 6 pm
more Hds to the East at 8 pm Shortened Sail
this strong breze at daylight Made Sail at 7 am more Hds
to the East 2 Sails in Sight at Breakfast time Hds in the
East Ends

Latt 14.15 Long 32.48

Remarks
Tuesday
Jan 15th

Came with fine weather nothing in Sight at 6 pm
Shortened Sail this light airs more Hds heading S.W.
latter part fine and clear Plenty of Whales in Sight this Day

Latt 14.10 Noon

Remarks
Wednesday
Jan 16th

Came with light airs at 1 pm more Hds to the East
this day Shortened Sail during the night
nothing at 8 am two Sails in Sight
this light airs at 7 am calm Employed in cleaning
Ships bottom latter light breze nothing in Sight

Latt 14.12 Long 28.43

Remarks
Thursday 17

Came with light airs Hds heading S.W. at 6 pm
more Hds heading East South this light airs
this last light airs more Hds heading to the
latter fine and clear at Noon more Hds to the East

Latt 14.31 Long 28.31

Remarks
Friday
January 18th

Came with light airs fine and clear 2 Sails in
Sight Hds heading S.E. at 6 pm took in light Sails
and Courses this light airs latter Hds heading to the
S.W. 2 Sails in Sight this Ends

Latt 14.12 Long 28.13

Remarks
Saturday

Came with light breze Hds heading S.W. at 6 pm
Took in Sail during the night Took the Sail
belonging at 6 am more Hds to the S.W. at 8 am
this light airs at 9 am more Hds to the S.W.
S.W. 2 Sails in Sight this Ends

Latt 14.19 Long 28.

(On the South Shore)

(Sunday 21st) Comm[d] with light breze this Morn[g] at 6 am
Stood of S.S.E. & S.E. in light airs & fine
the am[t] Sent a Boat on Shore with Sick
to the Hospital at Plymouth
at 10 am left off shore at 6 am bore up
in Shore one Sail in Sight this Day
Latt 13.58 Lgt 49.52

(Monday 22d) Comm[d] with strong breze Cou[d] at 6 am bore up
Mor[g] to the mouth of the Tweed in Sight with Fifty
Sail at 8 the breze Left the Land nothing in Sight
Latt 13.41 Lgt 3.36

(Tuesday 23d) Comm[d] with fine weather Cou[d] in nothing in
Sight at 6 am bore up in Sight Sail
this Light breze Latter the Same nothing in Sight
but our Sick Cou[d] on this Ship

(Wednesday 24th) Comm[d] with fine weather at 6 the Sea
Officers going to quoits to leave at 6 the
Sloop Dolphin Lieutenant Everard to the Coast
to bring Stores for the use the Ships

(Thursday 25th) Comm[d] with light breze Veering the most Northerly
plenty of Company in Sight and the other Morning
this Light breze Latter the Same Company in Sight this Day
Latt 14.10 Lgt 5.11

(Friday 26th) Comm[d] with light airs Sent Officers got on
board on the Coast at 6 am bore up in Sight Sail
Light Variable — at daylight Left off
this Day in Sight
Cou[d] the Dolphin Left off Quoits with Stores

P. (11th) Comd with strong breeze Course from S to
Saturday SW on this tack 7 pm saw another Sail
26th that first made in sight - Saw Lights ahead
nothing in sight - Saw Swain Sick with a fever on board

P. (11th) Comd with fine weather Course as before S/W
(Sunday) Bergen about noon bore N.E. 6 or 7 leagues
27th Steering S the wind Light Steering as before
Employed on the main to the Eastward Light variable
one Sail in sight this Day

Latt 12 49 Bergen

P. (11th) Comd with fine weather Course as before Bergen
(Monday) Steering in sight this day the Land of Denmark
28 in sight bearing E the Land last seen bearing
Stark Seaghenze in sight this Evening nothing in sight

Latt 12 06 Light Airs

P. (11th) Comd with Light Course as before
(Tuesday) in sight at 6 pm took in sight Sails hauled
29 on the wind bid the Land Latter bearing by the
wind this Evening

Latt 12-30

P. (11th) Comd with strong breeze at 1 pm more Stiff
(Wednesday) Gales at 5 saw the Land at daylight on Lee
30th Sail in sight at 9 am more this bearing S
at Meridian more this bearing by the wind nothing
in sight - as usual this Day

Latt 11 51

P. (11th) Comd with strong breeze at 6 pm Variable
(Thursday) Sail more this to the South
31st This day from Noon to Midnight in steering
this strong breeze at 9 am more this to the
latter strong breeze nothing in sight - So Ends

Latt 12 18

To the Hollies Journal

Comm. with Strong moderate Breeze & fine W.N.W. at 6 pm. handed Topsails reefed Courses & Jibs Set Double reefed Topsails & Jibs at 8 pm. Strong Breeze & Squally at 12 pm. Moderate Breeze & Fair Weather Set Double reefed Topsails & Jibs at 4 am. Moderate Breeze & Fair Weather Set Topsails & Jibs at 6 am.

Sett 11 Miles

Comm. with fine Weather Set Topsails & Jibs at 8 am. Set Courses at 12 pm. Set Double reefed Topsails & Jibs at 4 pm. Moderate Breeze & Fair Weather Set Topsails & Jibs at 6 am.

Sett 11 Miles

Comm. with fine Weather Set Topsails & Jibs at 8 am. Set Courses at 12 pm. Set Double reefed Topsails & Jibs at 4 pm. Moderate Breeze & Fair Weather Set Topsails & Jibs at 6 am.

Sett 11 Miles

Comm. with fine Weather Set Topsails & Jibs at 8 am. Set Courses at 12 pm. Set Double reefed Topsails & Jibs at 4 pm. Moderate Breeze & Fair Weather Set Topsails & Jibs at 6 am.

Sett 11 Miles

Comm. with fine Weather Set Topsails & Jibs at 8 am. Set Courses at 12 pm. Set Double reefed Topsails & Jibs at 4 pm. Moderate Breeze & Fair Weather Set Topsails & Jibs at 6 am.

Sett 11 Miles

Comm. with fine Weather Set Topsails & Jibs at 8 am. Set Courses at 12 pm. Set Double reefed Topsails & Jibs at 4 pm. Moderate Breeze & Fair Weather Set Topsails & Jibs at 6 am.

Sett 11 Miles

Sat 8 Dec 1838 Fine Weather & Calm

(Sunday) Came with light breze Southerly in
(Monday) Steering Yards & Upper Topsl Shift to
(Tuesday) the S.W. the Stbd Stay Carrd away
(Wednesday) more Sail to the N.E. with fine pleasant
the Night as aboard this End
Latt 12.13 Long 4.20

(Thursday) Came with Stbd Braces Starboard
(Friday) the Larboard and Steered as before
(Saturday) the Wind Variable
the Latter Calms this End
Latt 12 00

(Sunday) Came with Calms Shifting to the
(Monday) Ward the Same Latter part the Same Day
(Tuesday) one Sail in Sight this End

(Wednesday) Came with light Airs Shifting
(Thursday) Ward Steering as before
(Friday) Latt 12.00

(Saturday) Came with light Airs at 7 am
Latter Shifting to S.W. Latter Blowish in Sight
going quick to windward this End
Latt 12.00

(Sunday) Came with light breze Shifting to
(Monday) the S.W. this the Same at 7 am then Shift
(Tuesday) to the Westward breze nothing in Sight to
the N.E. Latt 12.00 Long [illegible]

(Wednesday) Came with Stbd Braces
(Thursday) Latter Calms this End
Latt 12 00

(Friday) Came with Calms Shifting to the
(Saturday) Ward the Same Latter part the Same Day
(Sunday) one Sail in Sight this End

Oct the Sailed Steamer

(Septr) Portuguese) Fine pleasant Morning Light airs & fine Weather
Left Lisbon Harbour this forenoon Light airs
& fine Weather Employed working to windward
Saw a large fleet steering to Westward
Closed on the Starboard Tack to Ensure
Latt Observed 12 oc

(Septr) Portuguese) Fine pleasant Weather at 4 pm Lisbon
Harbour bore Southward 10 Leagues with a fine
Fair Wind & Steering Westward Light Winds
& fine Weather at 8 pm Wore Ship to the
Northward at 9 pm Wore Ship to the Southward
at 1 am Hove to the Starboard Tack waiting
for Light at 4 am Saw a large Ship
bore off the Weather Gun going quick to windward
Observed 2 Boats in Chase did not See them
after from the Boats at Sheridan Came on Deck
and began to Cut Plain Sail

(Septr) Portuguese) Fine Weather with fine Weather at 2 pm got in
Light Airs & Calms at 3 pm Set Steering Sails
& Royals at 4 pm got Studding Sails at
4 pm got it in and Furled the Royals at 5 pm
Light Airs & Calms at 10 Close up the Main Deck
Ports & Secured the Guns at 12 Moderate
Fresh Breezes & Fine Weather Employed
Ship Reaching Down Channel

Latt 12.45 Long 8° 0

[illegible]

[illegible] Saturday [illegible] with cutting up Jewish and boiling the
Feb 6 Sunday at 6 from Limerick Sands steaks off and roast
Feb 7 Monday at 7 am down a Boat up
to Labor going quick to Rowe at 7 in the morn
meet beat went along side of one boat
started 2 irons clit 1 fellow both irons
went up pulled beside wind gave Command
Rowe should sail on the Ship and Started
the Boats to Land bringing up with the
whales

[illegible] at 8 from home again pulled going up
to Rowe Ship to Rowe Ship to quick Command
Rowe where the Ship was beat out to sea
Started the whales Ship homeward
this and latter boiling this Day nothing in sight

Feb 12 16

[illegible] Rowe with five months Still boiling
this Day at the Oars at 7 am Limerick Sands
to Clear up Latter Part Boiling whales

[illegible] Rowe with Strong breeze Ship Sailing
Rowe Boats Employed in Cutting up Whales
Boiling Ship Sailing Strong breeze
to Rowe with Boats Latter Part Boiling up Ship
to Ox Tenement working up Sight

Feb 15 16

Oct. 5th Keller Grotte.

(Monday) Commenced with beautiful weather but cool. Left camp at 8 o'clock (Tuesday) the Steamer still in the river. Crossed & recrossed the river several times & then came to the mouth of the Keller Grotte. Left our animals & all our provisions & blankets in charge of the Indians & then commenced the ascent of the Grotte.

(Tuesday) Commenced with fine weather in the morning (Wednesday) & still continued the ascent of the Grotte. Found it a very large & beautiful cave with the most curious formations of stalactites & stalagmites. Returned to the mouth of the Grotte & then commenced the descent of the river.

(Thursday) Commenced with strong winds & rapid descent of the river passing frequently over the rapids. Left Smiles at 8½ pm. The rain ceased at 9 pm. Drew the nets from the bank. Commenced heavy rain & continued the whole night. Struck camp & left Indians to bring down the canoes & baggage. Myself & party proceeded on foot. Arrived at Stirling at 1 pm. Found the Steamer there. Left Stirling at 2 pm. Arrived at Smiles at 4½ pm. Got from there in our own canoe at 5 pm.

(Friday) Commenced with foggy weather at 7 pm. Left (Saturday) the junction of the Fitzroy & Isdell at 8 am. The Steamer at 9 am. Left Bellevue at 10 am. The Steamer

Lett 12.47

Comd with fine weather Employed in securing
the Stores all in the hold & so on deck
at 4 pm light Airs heading W.N.W. fine pleasant
Weather Employed in Securing down all the
Casks Stores &c

Lett 12.21

Comd with Strong Breze Employed in Securing
down all the Casks &c at 2 pm more Moderate
& the Same Employed in Securing every thing
Safe in Light Airs

Lett 12.21

Comd with Strong breze Moderate Employed
as at 4 from Land this Morning and Sailed
in Company with the Same vessel

Lett N.20 Long 8[illegible]24

Comd with fine weather Moderate & Pleasant
at 6 pm more Moderate Employed in Securing
Casks &c

Lett K.27

Comd with fine weather Employed in Securing
Casks at 6 pm more Moderate & the Same
fine weather at 8 pm more Moderate
past finished Securing and began to get more Sail
ready to

Lett [illegible]27

(Wednes) Comm'd with light airs this heading
Wednesday) in sight at 7 from Finisterre
(March) it and more this
6th Employ'd in repairing rotten casks and repairing boat
Lat 12-20 Long 8-20

(Thursday) Comm'd with thick weather and sail in sight
(March 7th) this standing to the East Employ'd in repairing
rotten Casks
Long 12-17

(Friday) Comm'd with Squally weather with fine
the being a head this at 12 from Teneriffe up
March 8th a Head of observ'd that 4 miles off
been going to mine more quick got boat
that in which again this not be seen
again more this to the N E made going South
and still raising working this to windward
of the light thick weather began to
be seen but 4 miles at 10 can see the whales Comm
to windward Shilled Some off with the
and towards boat two boats standing
the other began at Shipcaine with
to windward they began to Haul Coming on
board

(Saturday) at 1 pm Starboard boat come along
March 9th first got tackle fore bitting
at 2 pm got up the other boat
tackle at 2 from whales out of sight to
at 4 pm took in Starboard boat
Observ'd that Many began and
more this after Employ'd in repairing
Lat

At the Cullen Ground

(Tuesday March 8th) Comm' with Strong breze & Cloudy wr at 4 pm Tacked to the Sd Sandbay & at 11 pm more Hoist to the South Water pass (Cloudy weather nothing in Sight this End)

Latt 12·30 Sd 4a 26

(Wednesday March 9th) Comm' with fine weather & Moderate Sea at 6 pm Wore and Sail for the night at daylight saw all Sail Strong breze & Employed in repairing Starboard boat this Ends nothing in Sight

Latt 13·15 Sd 5a 04

(Thursday March 10th) Comm' with Strong breze at 4 pm more Hoist Steering So E at 5 pm finished the boat at 6 pm Starboard Sail for the night hit part Steering N at daylight Made all Sail Steering E & E at 7 am more Hoist Steering on this Ends nothing in Sight

Latt 12·35

(Friday March 11th) Comm with fine weather more Hoist Steering So E this Same Latter fine weather Steering on one Sail in Sight at Merridien tacked Hoist to the S E & End

Latt 11·51

(Saturday March 12th) Comm with fine weather one Sail in Sight Hoist Steering S E at 6 pm took in Sight Sails and fine weather at 7 am Made all Sail more Hoist to the S 2 Sails in Sight at 10 am tacked to the S E & Ends nothing in Sight

Latt

(Sunday March 13th) Comm with fine weather at 4 pm tacked Ship to the South first at Starboard Sail Hit Sight Land to the Lat 11·54 Some 2 Sails in Sight this End

Latt 11·54

Bergen Greyhound of Hull

Bergen) came with fine weather 2 days sight of
Saturday Hull more 3 leagues to the S. on the fine weather Lat 53 N
16th 5 days in sight homeward bound

Bergen) came with strong gales & thick misty weather
Monday to the East of Flamborough Head & so on to the mouth of
19th) Humber Lat 53 N

Bergen) came with fine weather at 8 A.M. Spurn Point
Wednesday bore of us distant 2 miles and came
March 6th) into the Roads & moored in the Harbour, this day &
nothing in sight but sails came from Sea with
Charles and Marie both of Hull from Bergen
Lat 53 N

Bergen) came with strong gales N.W. standing to the East.
Saturday tacked about noon N.W. to the South more
March 9th) moderately the under sail this Morning came
to an Anchor in Hull Roads came
and condemned the other old one this

Bergen) came with strong gales at 4 P.M. Spurn Head
Wednesday at 8 P.M. Hull Bridge this and
March 13) came to an Anchor in the Harbour nothing in sight
Lat 53 N

Bergen) came with fine weather & this morning at 8 at
Thursday) moored this ship in Hull Harbour
March 21st) in 4 Tides in sight
Lat 53 N

Bergen) came with fine weather & this morning at
Friday) fourteen this ship moored in the Harbour
March 29th) strong gales and thick weather 2 days in sight
Lat 53 N

The Tattoo Parade

(Drums) Band with their music of Bagpipes
Lasting 15 minutes
Light Cast which Leaves the Square to
Barracks Music Band from the Star Light
Cast Light Leaves Square to Barracks
Light Cast Light Leaves Square to Barracks
Light Cast Light Leaves Square to Barracks
Light

(Friday) Comm' with strong breeze & squally in getting up sails
(March 27th) and Drain Lower Riggin & Bridle at 2 pm passed both
at 6 pm the Blf bearing SS E by the wind to light
to the Light-house in Killingholme Roads
Lott 53.49 Lgt 37.20

(Saturday) Comm' with light breeze this morning & Sogers in
March 28th Left one mile Riding with the Last of the Flood
to Sailing up Drain riggin this End
Lott 20 22 37 20

(Sunday) Comm' with light breeze with frequent squalls employed in
March 29th Letting Riggin to Rights & this Day at 1/2 past
daylight the Dome at Hull bore W by S Lough about
2 Lts off Sea bore one mile distant going to Leeward to drain
Riggin Lagoons dist 1 mile & hale passed under Sail
boys and got Sailed going to Lower Light Hull gave the
old Red Chances together this End with Easing

(Monday) Comm' with strong breeze & hauls Chasing about 4 or
March 30th) one Mile going inside of Lyc at dusk gave him
a Signal for a Fishermans Yacht with a pilot Board and
Lumpers Light was this morning & Squally this
Day Lots Sea making nothing in Light this Day
Lott 52.45 Lgt 90 49 S Lamar

(Tuesday) Comm' with fine weather with but little
March 31st) Sea the Light airs Lent them Sails & Sail
to repair this End
Lott 2 4 . .

(Wednesday) Comm' with Light airs at 3 pm Lent for
April 1st) Sails & Sail this Morning & Sea in Lower Light
our Course in Running within Mail Office
a fancy Pilot this End
Lott 53.5 Lgt . . .

Log of Voyage to Greenland &c

(Wednesday 15th) Comm' with light airs at NW Cabins Hoisted Longboat
(Augt 16th) Latter Part Ditto Weather Ditto Steering NE by N Wind
(April 16th) Latter Part Light airs Variable Steering NE by N Wind
Ditto Weather Ditto Steering NE by N Wind Ditto Weather
Ditto Steering NE by N Wind Ditto Weather Ditto Steering NE by N

Decemb Towards Southampton &c

(Thurs 5) Cam' with fine large fresh Gales & cloudy Wr & hazy
(Saturnell) in sight at 2 pm sundry Sail but not near us
(Wind to W) in the Night Sounded Stony Ground with the Lead

Sailing as Instructs this Day

Sett - 10 Miles Log 74-83

(Fri 6) Cam' with Stony mid Chan Wind at
(Fair Wind) Westerly and got up Starboard Chain at 8 pm Shoal
(Course Log 74) Bell to the Southward of Shoal and Steered
Course to the S' Westward

at 2 pm past off E Se Stony mid Chan Shoal
at 8 pm got up Starboard Chain and kept it Working
Chain Shoals at 9 pm Saw a Light bore W at 10 pm Shoal ceased
and Course to Steering to the S' Latter Light gale Hard End Wind variable

(Sat 7) Cam' with Light gale from the S'ward & pm gale increasing Wind in
(Rain) fore Part with frequent Showers in Sight at 9 pm saw
Ship off the Starboard Quarter Supposed to be the Lion at 8 pm Steering
East Wind mid Cam veered to the S Southward with a fresh
fresh gale at Daylight saw the Land
bearing E by S 10 Miles Course E by S 10 Miles in Sight this A M

Sett 30 Miles Log 74-53

(Sun 8) Cam' with Moderate mid fine Course E by S at 3 pm
(Ballistus) At Anchor off Island Rist & Miles Course in Sight
Sett - 6 to 8 pm Calm Light airs mid hazy Small Rain in Sight
Sail Course and the Island Rist
Course to the Westward
to Sail from Port Light Rist
to Sail
to Sail
to Sail of Course at 9 pm Wind Westerly Sail
to Sail
Rest Westerly Sail

This day begins with Civil Time
Sunday Morning at 12 oClock

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Fri Moderate
Wednesday) Comm with it in the Night of so comm Day Course
(and Hft) Hft reading to the Lords when to Hft then
Praise & from Light was from 8 then meeting

Thursday) Comm with fine clear weather with from NE to NNE Hft
(and Hft) for when this End

Saturday)
Comm with strong Gale all Day so much Sea
driven Comm with a right air from S then SE strong
on for this Ind Civil Time

Sunday Saturday 11th 1861 Sunday Season
(Easter) Comm with fine Day proved to Church Morn
for the Benefit of the Seamen at 3 for Gal-
-ant Sick of the other Sunday Service
are neither of Hft Morning & Evening
Hft for Hft reading & in Lieu the same Text for
Hft & Hail and in from this End
Lett 36 33 Long 78 20

Tuesday) Comm with light breeze from the westward
Saturday) Hft reading 3 in the Morning Hft in Hft
(and Hft) at 5 from Eyesight observation for Hft
Singles reefed main Hft Eyesight weather Hft
Made the same Employ in reading Service for morning
Again this End Hft reading in the mid Watch Hft
Lett 36 27 74 82

Wednesday) Comm with strong breeze from Hft reading in
Saturday) under Single reefs Hft Hft the morning Hft
(and Hft) Service Hft, Hft & Lett Same in Course
Lett 36 19 Long 76 33

Thursday) Comm with strong Gales and Hft
Morning) reading Hft in Hft Hft Hft Hft
(and Hft) Hft Hft Hft Hft Hft Hft Hft
Hft Hft Hft Hft Hft Hft Hft
Hft 36 32 Hft

Day of Date Remarks

(Sunday) Comm' with light airs from South to the East &
(Monday) so Round to the Westward & Northward by
(May 27th) the Evening at 8 PM set more Sail
Middle Part Strong Gales with Hail & Rain
Main Topsail and fore Sail Reefed & the Ends
Split — 37.24 Lost 75.15

(Tuesday) Comm' with strong Winds and thick weather &
(Wednesday) Rain an Increasing Sea and Main Tack
(May 29th) Split in Sail set more Sail Reefed
at 7 am Found the Head of the Amazon Short Sailing
and the Ly Lost for the Spanish Ship Trafalgar Sent Emma
Lost and put in another at 9 am more Sail Reefed
11 ½ Squally thick weather Sail under Foot
Split — 37 27

(Thursday) Comm' with strong wind from S.W. & the
(May 30th) wind Reefed Sail under double reefs & more
Moderate Made some Sail & the Strong wind last
in Main Sail & Sail Employed in Repairing Sails &c
Split 19.19 — 36.36

(Friday) Comm' with strong Head winds Sail Reefed & the
(May 31st) wind ring SSW at 2 PM more Sail, in Expectation
of the Light airs Sail Reefed at midnight at 3 am
Reefed & Lessening winds Latter Light Breze & Ends
Split 39.07

(Saturday) Comm with Light Breze Sail Reefed & Ends
(June 1st) Part Calm and Light airs Latter the same
Day 28th Employed in Sailing more Sail and
reefing Sail one for Running Rigging &c
Split 39 12 Lost 75.49

(Sunday) Comm' with Light airs from the Westward
(June 2nd) & & Mid fine and Clear at 8 AM Saw Land
Split 40.45 Lost 39

(Tuesday) Cour' with fine clear weather & a fresh breeze
Course S by E all Sail Set at daylight — Hove to
& sent people on shore at 9 am & at noon made sail to the SE
& SSE heading S by E at 3 pm Hove to
& Observation

(Wednesday) Cour' with thick weather all Sail Set & the same
heading S by E at 3 pm after which Shipd a light air
at daylight Calm at 8 am light breze from the SW
SSE heading S by E at 6 pm Strong breze this Ends
Lat 41 30 Lost 80.42

(Thursday) Cour' with whole Sail breze from the SSE heading
SSE at noon all Sail Set Shipd just light breze &
at 2 pm Strong South South East & Calm this End
Lat 41 25 No Observation

(Friday) Cour' with calm at 4 pm light airs from the north with
a heavy Swell from the S & at 8 pm Mid light breze
Variable from the North Latter Strong whole Sail breze from
the SE one watch employ'd in securing yards & Masts for
a gale this End with mid increasing
Lat 41.27 Lost 82.22

(Saturday) Cour' with Strong breze and thick weather
(May 5th) Course SSE all Sail Set at 2 pm Tript in Main
Royal Shipd just Strong Steady breze with rain
at 8 pm from the SE at 9 pm mid wind to the Eastward
Carried yards Course SSE this End with rain
Lost

(Sunday) Cour' with Strong whole Sail breze from ESE Course
from first SSE & S this mid at 2 pm Bent & Furled Royal
& Set Mainsail & Jib Wind Variable but with little
weight of Rain & the mid SSE at 9 pm mid increasing
with in Squalls Reef Sail for the night & Sail Fresh Sea High Steady
heavy Rolls Sea
Lat 39 10 Lost 84.27

Lay'd by Tarpaulin Greyhound &c &c

(Monday) Comm' with Strong breze from E by S Set Studg Sails
(Sunday) clear weather at 1 pm Saw Land in Shore of Dail bet
Yellow Island in Sight Steering away, Small Strong breze Shift head
heading S E & S the mind latter the same Course Saw Land from S.
Lat 52.03 Lon 31.42

(Tuesday) Comm' with Strong whole Sail breze Saw a Ship
(Wednesday) heading S E by E to the mind under Single reefs and
(Thursday) by Gallants Sails Set over them at 8 pm Saw Land in
bet Yellow Island weather thick at 8 pm calm at 10 pm Light
breze with rain at 3 AM Some clear shade Sail Latter
part Strong breze with rain Shift Head to E by S
Lat 52 Dr 3.14 Lon 32 Dr

(Friday) Comm' with Strong wind from the S with rain
(Saturday) Ship under Single reefs Top Gallant Sails over at 11 pm
Saw Land Bearing to the Norward Course E by S & S at 8 pm
Course E & Blowing Strong with the Same at 7 AM Light airs
and Clear at intervals Latter thick So Saw
Lat 54.53 Lon 30.43

(Sunday) Comm' with Light airs from the Northward Course E & S
(Monday) this day have Passed Dix Island with the Sailing
Master Dix Lost Sight of Land from the N Course
E & S Clear weather at daylight Set all drawing Sail with
increasing Latter part thick weather Sounded but found no Bottom
Within Course this Day with light gales
Lat 56.26 by Dead Reckoning 76.34

(Tuesday) Comm' with light gales from the S with at 4 AM Clear
(Thursday) weather Sounded but found no Bottom Wind and Course as
before Light airs Thick weather Sea Passed Rankin Rock at 11 pm
Saw Land Bearing to the S by West & Saw at 2 AM Light
airs E & E Clear at 8 AM Made all the Steering Sail & pleasant
Clear weather

Lat 57.12 Long 75 50

[illegible]

(Tuesday 4th) Comm' with clear weather wind from the northward
(Wednesday 5th) Course & Compass to Sea at 4 pm wind increasing double
reefed Sea topsail head in Split topsail & fore sail
Main Sail Thickening wind increasing at 2 am double reefed
Main topsail handed up course & hauling to the wind
Made all Sail Steering N E & E latter Thick weather Sea
Lat 57 24 Lost by Chronometer 65 19 Dead R 65 m

(Thursday 6th) Comm' with light breze from the westward
Friday 7th) at 2 pm light airs and clear at 8 pm light breze S.S.
(Saturday 8th) [illegible] wind increasing double
reefed at daylight Made Sail wind more at 10 am increasing
double reefed again Sea very high at 2 pm
Lat [illegible] Long 64 24 at 2 pm

(Sunday 9th) Comm' with strong winds with heavy Swell Ship Labo
(Monday 10th) ring & the wind at 4 pm Sprung Mizen Mast
(Tuesday 11th) Lost in Sight of the Main Mast & Mizen Mast
with one to a Sea Made use of Main Sail to the
Mizen Sail breze Thickens & Comes on to Blow
Scott 56 33 Lost 61 at Observ 60 55

(Wednesday 12th) Comm' with wet weather from the westward
(Thursday 13th) at 4 pm Light airs & Smooth Sea Sounded & got
(Friday 14th) 150 Fathom Soft Ground Sounded
Lat 57 [illegible] Scott 57 56 Long 53 43 Lost 53 43

Lat 46.36 Lgt 40.18

Lat 46.56 Lgt 38.54

Friday ... Arrived at St Helena

Saturday ... Came with light breze and fair weather ... Sent boat on shore with letters and water casks ... Got ready to get under way ... Got under way ... Came to anchor as it ought to be ... Got under way ... Came to anchor ... Got under way ... Came to anchor ... Got under way ... Came to anchor

Log of the Barque Greyhound of Wells

Monday June 26th
Saturday June 27th
Sunday June 28th
Monday June 29th
Tuesday June 30th
Wednesday July 1st
Thursday July 2nd
Friday July 3rd
Saturday July 4th

Sunday 1st Course ... Wind ... Sea ... Weather ... Lat ... Long ...

Monday 2nd Course ... Wind ... Sea ... Weather ... Lat 27.56 Long 24.20

Tuesday 3rd Course ... Wind ... Sea ... Weather ... Lat 27.31

Wednesday 4th Course ... Wind ... Sea ... Weather ... Lat 26.52 Long 22.36

Thursday 5th Course ... Wind ... Sea ... Weather ... Lat 26 28 Long 19.58

Friday 6th Course ... Wind ... Sea ... Weather ... Lat 26.36 Long 15[illegible].15

Sept 6th
Latitude Observed 57° 38'

Sept 6th) Cum' with light breez from ENE to E
Sept 7th) Course S by W ½ W 60 miles
Sept 8th) Shift light breez from the North at 4 am began to rain
Latter part Stiff breez from ENE Hove to
Latt 2 6 0 Dept 16.40

Sept 9th) Cum' with strong breez from E by S Shift heading
Monday to E by S ½ S mid part more moderate
Sept 10th) with Showers Shift to E by S Latter part
and Clear nothing in sight Shift heading E by S ½ S Cum
Latt 25.0 Dep 10.0

Sept 11th) Cum' with light breez from E by S Shift heading
Tuesday to E by S ½ S mid part at noon Shift heading E by S
Sept 12th) Shift heading E by S at 4 am Latter Strong breez
Shift heading E by S at 10 am Latter Shift heading E by S
Latt 25.57 Dep 7.16

Sept 13th) Cum' with Strong Gales from E by S Shift heading
Wednesday Cum with Strong Gales & Thick Rainy Weather
Sept 14th) Shift heading E by S Latter part Sea nine the
Same Shift heading from E by S to S by E Hove to
Latt 25.46 Dept 11.43

Sept 15th) Cum with white Gale breez from E by S
Thursday) Shift heading E by S nothing in sight this fore
Sept 16th) part Shift heading from E by S to E at 4 pm
Squally with light breezing rain Latter Shift
the Same Shift heading from E by S to E Cum
Latt 25.43 Dept 10.55

Sept 17th) Cum' with calms and light airs from South
Friday) Strong Current running to the Northward
Sept 18th) at 8 pm white Gale breez from E by S
Moderate Shift heading E by S This Squally Shift heading
from E by S to E by S Latter Strong breez Rain in sight
Latt this Cum
Lat 25.28 Dept 11.17

Samuel Samuels St Helens

Wednesday Comm with strong breeze from due East
Ship under single reef sails & the
wind Shifted to the Eastward
Course this Day
Lat 22.49

Thursday Comm with heavy squalls from East-
ward Ship heading from N.W. to N.E & the Shore Aboard
at 4 PM Saw the Land of Sandy Point
fine clear weather this Day
Lat 22.25 Long 12.01

Friday Comm with light variable Winds
Ship heading from N.E. to N.W
& the Shore Aboard repairing the Sails
Ship heading East this Day
Lat 19.41 Long 8.25

Saturday Comm with fine weather & the Ship heading
East & N.E. the most of the Day
Course this Day repairing the Sails
Lat 18.27 Long 8.34

Sunday Comm with light Breeze from N.E. & East
& N.E. the most of the Day
Course this Day repairing the Sails
Lat 18.10 Long 7.50

Some Natives of Gallinas & St Helena
came on board this Day with Fruit &c
Course this Day

Samuel Samuels Lewis Esq St Helens

Sunday in bed in the morning Coffee at 9 pm Came off
Monday Came off the Mersey at 8 pm Came off the mouth
of the Ferry Boat in Sailing at 8 pm Light Airs & Calm
Tuesday Fine Weather Daylight Calm Sailing Came off
Liverpool Bar at 10 pm Came off the Ferry Boat

(Sunday) Came with fine weather at 8 pm Came off
(Monday) Liverpool Bar in Sailing at 8 pm Light Airs &
Calm Fine Weather Daylight Calm Sailing Came off
Liverpool Bar at 10 pm Came off the Ferry Boat

(Sunday) Came with Strong Gales with frequent Squalls of
Rain at 8 pm Sailing at the Rate of 4 Knots per Hour
to 8 pm Sounded Regular Soaked Chain Cable Hove
Sailing at the Rate of 6 Knots per Hour at
8 pm Sounded Regular Soaked Chain Cable
Light Winds & Fine Weather Sailing at Rate
of 4 Knots per Hour

(Monday) Came with Strong Winds at 8 pm Hove
Lat Tuesday at the Rate of 3 Knots per Hour
Sailing at 8 pm Sailing at the Rate of 4 Knots
per Hour Light Winds & Fine Weather
Lat 4.03

(Sunday) Came with Light Breze Fine day Saw the Skyger
Monday) Lymert an account of the Mersey Mast
being rotten Sailing at the Rate of 2
Knots per Hour Light Winds & Fine
Lat 14 at Light 2.5.2

(Sunday) Came with Light Winds & Fine Weather
Monday) Sailing at the Rate of 3 Knots per Hour
Light Breze Winds & Fine Weather
Lat 19.29 Light 5.9

(Sunday) Came with Light Winds & Fine Weather
Monday) Sailing at the Rate of 3 Knots per Hour
Light Breze Winds & Fine Weather
Lat 12.14 Light 5 Knots &c

Log of the Bengue Gentleman of Bath

Sat 16th Cont with light airs variable weather in the
Afternoon at 6 pm Shortened Sail
for the night one Reef in the Main Sail
at 8 pm Set the Main Sail
Sprawled the Log Sunk this Day

Sunday 17th Cont with light breze Steering from SE by E
at 6 pm Shortened Sail one Reef in Main Sail
at 8 pm light breze & variable Came about Sail steering
East nothing in Sight Observed Latitude
this day 11 23 N by Chron

Monday 18th Cont with moderate Sail breze Steering by the wind Latitude
observed nothing in Sight Observed Latitude
at Noon Latitude this Day 11 21 N Lost 1 Mile on
Current

Tuesday 19th Cont with strong breze at 8 pm more Moderate
(Saturday) Latitude by Log Sunk made Latitude
at Noon 11 45 Lost 5 Miles on Current
Latitude observed nothing in Sight

Wednesday 20th Cont with strong breze Steering by the wind at
Noon Latitude by Log Sunk Set Sail Observed Land Bearing
at Noon Latitude 11 39 Lost 6 Miles E

Thursday 21st Cont with strong breze Steering by the wind Latitude
observed Land Bearing by the Set Sail Course as by Log Sunk
at Noon Latitude Hove under double reefs at 8 pm Shortened sail
more Sprung Course next Day Set nothing in Sight
Latitude 16 N Lost 14 S

Evening Gun St Helena

(Tuesday) Comm' with light breezes & fine clear weather
(August 5th) at St Helena and fired a Gun at daylight
Unmoored & made all sail
to the Eastward with the Land in sight
(Wednesday) Comm' with fine clear weather
(August 6th) at 6 pm Lost sight of the Land
Fired a Gun at daylight
Unmoored & made all sail to the Eastward
with the Land in sight

(Thursday) Comm' with light breezes & fine clear weather
(August 7th) at 6 pm Lost sight of the Land
Fired a Gun at daylight
Unmoored & made all sail to the Eastward
with the Land in sight

(Friday) Comm' with light breezes & fine clear weather
(August 8th) at 6 pm Lost sight of the Land
Fired a Gun at daylight
Unmoored & made all sail to the Eastward
with the Land in sight

(Saturday) Comm' with fine clear weather
(August 9th) at 6 pm Lost sight of the Land
Fired a Gun at daylight
Unmoored & made all sail to the Eastward
with the Land in sight

(Sunday) Comm' with light breezes & fine clear weather
(August 10th) at 6 pm Lost sight of the Land
Fired a Gun at daylight
Unmoored & made all sail to the Eastward
with the Land in sight

Log of Ship

(Sunday 7th) Commenced Moderate Winds and Squally weather at 2 pm Shortened Sail to Double Reefed Topsails at 6 pm Moderate Breezes and Squally with Rain Hove to under Close Reefed Main Topsail at 8 pm Wore Ship to the Southward at 10 pm Set Main Topsail to the Eastward at 12 Midnight Moderate and Squally with Rain

(Monday 8th) Commenced with Strong Breezes and Squally with Rain at 2 am Wore Ship to the Northward at 4 am Set Close Reefed Main Topsail at 6 am Moderate and Squally with Rain at 8 am Set Double Reefed Topsails at Noon Moderate and Squally with Rain at 10 pm Hove to under Close Reefed Main Topsail

(Tuesday 9th) Commenced with Fresh Breezes and Squally with Rain at 2 am Wore Ship to the Southward at 4 am Set Close Reefed Main Topsail at 6 am Moderate and Squally with Rain at 8 am Set Double Reefed Topsails at Noon Moderate and Squally with Rain at 10 pm Hove to under Close Reefed Main Topsail

(Wednesday 10th) Commenced with Fresh Breezes and Squally with Rain at 2 am Wore Ship to the Northward at 4 am Set Close Reefed Main Topsail at 6 am Moderate and Squally with Rain at 8 am Set Double Reefed Topsails at Noon Moderate and Squally with Rain at 10 pm Hove to under Close Reefed Main Topsail

(Thursday 11th) Commenced with Squally weather at 2 pm Wore Ship to the Southward at 4 pm Set Close Reefed Main Topsail at 6 pm Moderate and Squally with Rain at 8 pm Set Double Reefed Topsails at Noon Moderate and Squally with Rain at 10 pm Hove to under Close Reefed Main Topsail

(Friday 12th) Commenced with Squally weather at 2 pm Wore Ship to the Northward at 4 pm Set Close Reefed Main Topsail at 6 pm Moderate and Squally with Rain at 8 pm Set Double Reefed Topsails at Noon Moderate and Squally with Rain at 10 pm Hove to under Close Reefed Main Topsail

Island Tonnes Absence

[illegible] Lat [illegible]
[illegible] Lat [illegible] Long [illegible]
[illegible] Lat [illegible] Long [illegible]
[illegible] Lat [illegible] Long

Diary Of H.M.S. Carysfort Off Rio

Saturday 7th Fine with light airs from westward Employed in painting ship outside Ends Latter part) Finished as far as the starboard-bow-side Mid part Course S.E. Carrying all sail Fine clear weather Employed the same Course Light airs At 8 am began to paint at 10 am finished one side at 11 am tacked ship going to leeward Quitted at 12 Minutes after 11 Prentice from the Shore at 1 pm Hove to waiting Quick to leeward Sent all hands to dinner

So Ends

Sunday 8th Fine with light variable airs At 1 pm Ends
Monday 9th Struck in 5 fathoms the Starboard and Larboard Boat Struck in 5 fathoms the Starboard and Larboard Chain Cable and Pickled another at 1/2 past 1 the Launch must boat Hove to the Ship at 3 pm Larboard Starboard and Starboard boats hoisted in the Ship Larboard went after the other whale found him at 4 pm all four whales along Side and Ship began to get Ready for cutting at 5 pm got Boat one in got Dripper and tackle up for the night one boat cutting up Blubber Unit fine weather Hove to Quick to leeward going West at 8 pm Light airs at 10 pm got more in with all cut up At 1 Boat in another at 11.5 pm got him in and all cut up in three Parties got down Penny Strong So fine

Tuesday 9.11 1883

Leaving the Asscension Island

Latter part with heavy squalls from the East and
Variable Winds in the Night hauld all sail up during the
night and the Weather in the Morning Clear and
Fine at 8 am got under sail and Steered
South with Fresh breezes in the Morning
Many Boobys flying in Clusters round the Ship
and Many Tropick Birds in Clusters round the Ship
Shot Boobys &c

(Friday) Calm with regular Swells at 12 pm saw the Island
(August 3rd) of Ascension bore East 4 Leagues
Distant hauld up for the Island at 4 pm
Passed between the Island and Booby Rock
Steered for the Road at 6 pm Came
to an Anchor in 7 fathom Water
Moored Ship

Lat 7.58 Long 16.22

(Saturday) Calm with a gale off Land
(August 4th) Braild up Sail and Furled Sails
Hove Anchor short Sailed in the Bay
Moored Ship with a Cable to the Shore
Got Sail all up and Steered
South East Boobys flying in Clusters
round the Ship

Lat 8.00 Long 13.18

(Sunday) Calm with Many Squalls of Rain
(August 5th) at 8 am Got under Sail
Steered South East at 4 pm
Passed the Island of Trinidad
Many Boobys flying round the Ship

Lat 20.00 Long 12.40

Log of the Barque Gustavus of Åbo

Saturday 30th Commenced with light breezes and fine weather at 4 pm
Moored ship in Bight Sent down Top gallant
Yards Struck Top masts Got Anchor clear Got
Hawser on board Unmoored ship Hove short
Loosed Sails Got Anchor Aweigh Set Sails
and Stood out to Sea

Sunday 31st Commenced with fine weather at 8 pm
Moored ship Case came on board Got Anchor
Aweigh Set Sails Stood out to Sea Set
Starboard Watch to Work Ship Stood
in Bight Moored ship Got Anchor
Aweigh Set Sails Stood out to Sea

Monday 1st Commenced with fine weather at 8 pm
Moored ship Case came on board Got Anchor
Aweigh Set Sails Stood out to Sea Set
Starboard Watch to Work Ship Stood
in Bight Moored ship Got Anchor
Aweigh Set Sails Stood out to Sea

Tuesday 2nd Commenced with light airs Variable
Weather Set Starboard Watch to Work Ship
Got Anchor Aweigh Set Sails Stood out
to Sea Set Starboard Watch to Work
Ship Got Anchor Aweigh Set Sails Stood
out to Sea

Wednesday 3rd Commenced with light airs Variable
Weather Set Starboard Watch to Work Ship
Got Anchor Aweigh Set Sails Stood out
to Sea Set Starboard Watch to Work
Ship Got Anchor Aweigh Set Sails Stood
out to Sea

Thursday 4th Commenced with light airs Variable
Weather Set Starboard Watch to Work Ship
Got Anchor Aweigh Set Sails Stood out
to Sea Set Starboard Watch to Work
Ship Got Anchor Aweigh Set Sails Stood
out to Sea

Samuel Samuels Krone

Wednesday) Commenced with light airs from S.W. to S.S.E. at 6 a.m.
Friday) Friday Midday Made and began to
Saturday) Saturday Sick with light airs & calms
Fair & Moderate Gentle Breezes &
Dark & Dirty

Sunday) Commenced with light airs from S.S.E. to S.W. Gentle
Latter part, Fresh Breezes & Squally with Showers
Fresh Gales & Cloudy Got home Moderate & Fair
Light Gentle Breezes & Fair Commenced Steering
Calms, Variable Winds & Fair Gentle Breezes
and Steering to the Southward Sick & Fresh Gales & Squally
Variable Winds & Fair Gentle Breezes

Latt 4.21 Long 17.42

Wednesday) Commenced with Fresh Breezes Squally & Dirty
Thursday) Latter Sick & Fresh Gales & Squally
Saturday) Variable Winds & Fair Commenced Steering
Light Airs & Clear Gentle Breezes
Calms & Fair

Latt 2.57 Long 18.57

Wednesday) Commenced with Fresh Gales & Squally & Dirty
Thursday) Latter Sick & Fresh Gales & Squally Variable
Winds & Fair Gentle Breezes & Calms Commenced
Steering Variable Winds & Fair Gentle Breezes

Latt 1.05 Long 19.49

Log of Barque [illegible] of [illegible]

[illegible] (can with light airs course & all hands employ and
[illegible]) heaving down veggin Mid light airs at
[illegible]) from begun as the veggin to the down heaving
filling veggin and steering as &c

Lat 3 An 3 Log 1 - 20 W 40

[illegible] (can with strong breezes in the veggin at 2 pm
[illegible]) pinnace towed veggin from Bengal Fair to
[illegible]) the 2 ditt at 8 the dan Mid veggin towed
3 boats & 18 Hands one ditt Starbd Anch all
the Middle of near Anchorage in 10 Fathom on Board for this
Vessel to Load Mid also sitta light breezes
variable in steering Head of Anchs and Mid Head
to Sea Courting in Light &c &c

Lat 21 ao 21 W 57

[illegible] (can with light-airs Variable in steering
[illegible]) and heaving at 4 pm weighed Mid
in Standard) Remainder of hours Pc down out Boats
to calculate with strong Mid light airs
Mid Sent for Mr Lay into the Mate
Resident Brig Imila in Hamburg bound to London
the first steering yards and setting veggin
&c &c

[illegible]

Rhumb Stewards Heave

[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Copy of Daniel Greenleaf's Journal

Sept 8th (Tuesday) Commences with light breezes with fine clear weather standing SSE & SE & at noon found by observation Lat 10.47 N Long 18.00 W

Sept 9th (Wednesday) Commences with fine weather and moderate breezes standing SSE at noon found by observation Lat 8.51 N Long 18.00 W Distance sailed since last observation 58 miles

Sept 10th (Thursday) Commences with light breezes and fine weather standing SSE at noon found by observation Lat 7.34 N Long 18.00 W Distance sailed since last observation 77 miles

Sept 11th (Friday) Commences with light breezes and fine weather standing SSE at noon found by observation Lat 6.18 N Long 18.00 W Distance sailed since last observation 76 miles

Sept 12th (Saturday) Commences with light breezes and fine weather standing SSE at noon found by observation Lat 5.04 N Long 18.00 W Distance sailed since last observation 74 miles

Brand Mark Stamp

[illegible] Can with Lamp in and Light for Shooting [illegible]
Lantern Chuck to Drill light from Dr
Socket to Cutter for Drill nothing in Light for and Clear Dr Dr
Gaskets in various Sizes
Lett 12.02

[illegible] Can with Light in and Cutter out Dark in Light
Degree Heads to the Set Screw not Less 1 Inch
Test Left) A Lens in Cutter at Same time used to the Forward
Cutter Post Pt Heads Celebrated Cross Dr and Set
in Light Heads Dr Screws
Lett 12.47 32.41

[illegible] Can with fine wheel Drill Heads Cross Dr
Diameter) and Just fine Steel Heads Cutter Steel Heads
Test Left) Bent Screw Bevel Gear Bevel Gear [illegible]
Equally this End
Six Cutters Left 36.20

[illegible] Can with Stem [illegible] Set Screw and Universal
Swivel Left) Set in Standing Jaw and Ringtail Cutter for
Special and Set for Left Hand Cut
Drill fine needle Cutter the Same Equally in Drill
Six Ends Cross Slot Screw

Lett 16.11 Left 35.05

[illegible] Can with Stem [illegible] Set Screw Heads [illegible]
Universal) and the Same Cutter the Same Angle
Left Left) Milling Shaping Machine Angle Dr in
Stem in Light

Lett D 36 40.25

Sunday (Sept 9th) Con' with Variable Winds Course as per Log at 8 pm
Monday (Sept 10th) Set Royal Course N.E. 7 Knots Set Royal
Tuesday (Sept 11th) Con' with Light Winds Course as per Log at 8 pm
Wednesday (Sept 12th) Con' with Light Winds Course as per Log at 8 pm
Thursday (Sept 13th) Con' with Light Winds Course as per Log at 8 pm
Friday (Sept 14th) Con' with Light Winds Course as per Log at 8 pm
Saturday (Sept 15th) Con' with Light Winds Course as per Log at 8 pm

Left 26.27 Light 5.0.30

Left 26.25 " 5.1.49

Left 29.43 Light 5.3.27

Left 29.43 Light

Lat 30.43 Long 59.12

Lat 31.45 Long 22 [illegible]

Lat Observation 32.35 Long 62.46

Lat 33.00 Long 64.39

Lat 33.02 Long 67.46

Round Shoals Home 1861.

[illegible] with fine weather & fine breeze upon
[illegible] Left right Cowes steam 6 P.M. Bill Isle Wight
[illegible] Wind [illegible] from [illegible] Left Spithead
[illegible] Rig Squalls Overboard heavy rains
[illegible] Wind to the Eastward at Sunrise
[illegible] to the Son Thus Ends

26 Cobs

[illegible] with [illegible] weather [illegible] Sun Course [illegible]
Friday 27th at 8 pm Light breeze from East Wind fast
Cobs 4th strong breeze from [illegible] Wind [illegible]
Not Daylight Light breeze Wind [illegible]
Signal Schooners in Sight Examined Schooners
Espray of St Johns N.B. bound to Portland
Rain Thus Ends Light airs

Lat 38.08 Lgt 70.42

[illegible] with Cobs [illegible] Light airs from South-
[illegible] Wind fine Sunset the Course [illegible]
Cobs 5th [illegible] Sun Rises Wind [illegible]
[illegible] Wind Set the Sun

Sunday 6th Pleasant Fine Weather all hands

Monday 7th Pleasant Weather all hands

Tuesday 8th Pleasant Weather all hands

Wednesday 9th Pleasant Weather all hands

Thursday 10th Pleasant Weather all hands

Friday 11th Pleasant Weather all hands

Saturday 12th Pleasant Weather all hands

Sunday 13th Pleasant Weather all hands

Monday 14th Pleasant Weather all hands

Tuesday 15th Pleasant Weather all hands

Wednesday 16th Pleasant Weather all hands

Thursday 17th Pleasant Weather all hands

Friday 18th Pleasant Weather all hands

Saturday 19th Pleasant Weather all hands

Sunday 20th Pleasant Weather all hands

Monday 21st Pleasant Weather all hands

Tuesday 22nd Pleasant Weather all hands

Wednesday 23rd Pleasant Weather all hands

Thursday 24th Pleasant Weather all hands

Friday 25th Pleasant Weather all hands

Saturday 26th Pleasant Weather all hands

Sunday 27th Pleasant Weather all hands

Monday 28th Pleasant Weather all hands

Tuesday 29th Pleasant Weather all hands

Wednesday 30th Pleasant Weather all hands

Thursday 31st Pleasant Weather all hands

Friday 1st Pleasant Weather all hands

Saturday 2nd Pleasant Weather all hands

Sunday 3rd Pleasant Weather all hands

Monday 4th Pleasant Weather all hands

Tuesday 5th Pleasant Weather all hands

Wednesday 6th Pleasant Weather all hands

Thursday 7th Pleasant Weather all hands

Friday 8th Pleasant Weather all hands

Saturday 9th Pleasant Weather all hands

Sunday 10th Pleasant Weather all hands

Monday 11th Pleasant Weather all hands

Tuesday 12th Pleasant Weather all hands

Wednesday 13th Pleasant Weather all hands

Thursday 14th Pleasant Weather all hands

Friday 15th Pleasant Weather all hands

Saturday 16th Pleasant Weather all hands

Sunday 17th Pleasant Weather all hands

Monday 18th Pleasant Weather all hands

Tuesday 19th Pleasant Weather all hands

Wednesday 20th Pleasant Weather all hands

Thursday 21st Pleasant Weather all hands

Friday 22nd Pleasant Weather all hands

Saturday 23rd Pleasant Weather all hands

Sunday 24th Pleasant Weather all hands

Monday 25th Pleasant Weather all hands

Tuesday 26th Pleasant Weather all hands

Wednesday 27th Pleasant Weather all hands

Thursday 28th Pleasant Weather all hands

Friday 29th Pleasant Weather all hands

Saturday 30th Pleasant Weather all hands

Sunday 31st Pleasant Weather all hands

Monday 1st Pleasant Weather all hands

Tuesday 2nd Pleasant Weather all hands

Wednesday 3rd Pleasant Weather all hands

Thursday 4th Pleasant Weather all hands

Friday 5th Pleasant Weather all hands

Saturday 6th Pleasant Weather all hands

Sunday 7th Pleasant Weather all hands

Monday 8th Pleasant Weather all hands

Tuesday 9th Pleasant Weather all hands

Wednesday 10th Pleasant Weather all hands

Thursday 11th Pleasant Weather all hands

Friday 12th Pleasant Weather all hands

Saturday 13th Pleasant Weather all hands

Sunday 14th Pleasant Weather all hands

Monday 15th Pleasant Weather all hands

Tuesday 16th Pleasant Weather all hands

Wednesday 17th Pleasant Weather all hands

Thursday 18th Pleasant Weather all hands

Friday 19th Pleasant Weather all hands

Saturday 20th Pleasant Weather all hands

Sunday 21st Pleasant Weather all hands

Monday 22nd Pleasant Weather all hands

Tuesday 23rd Pleasant Weather all hands

Wednesday 24th Pleasant Weather all hands

Thursday 25th Pleasant Weather all hands

Friday 26th Pleasant Weather all hands

Saturday 27th Pleasant Weather all hands

Sunday 28th Pleasant Weather all hands

Monday 29th Pleasant Weather all hands

Tuesday 30th Pleasant Weather all hands

Wednesday 31st Pleasant Weather all hands

Thursday 1st Pleasant Weather all hands

Friday 2nd Pleasant Weather all hands

Saturday 3rd Pleasant Weather all hands

Sunday 4th Pleasant Weather all hands

Monday 5th Pleasant Weather all hands

Tuesday 6th Pleasant Weather all hands

Wednesday 7th Pleasant Weather all hands

Thursday 8th Pleasant Weather all hands

Friday 9th Pleasant Weather all hands

Saturday 10th Pleasant Weather all hands

Sunday 11th Pleasant Weather all hands

Monday 12th Pleasant Weather all hands

Tuesday 13th Pleasant Weather all hands

Wednesday 14th Pleasant Weather all hands

Thursday 15th Pleasant Weather all hands

Friday 16th Pleasant Weather all hands

Saturday 17th Pleasant Weather all hands

Sunday 18th Pleasant Weather all hands

Monday 19th Pleasant Weather all hands

Tuesday 20th Pleasant Weather all hands

Wednesday 21st Pleasant Weather all hands

Thursday 22nd Pleasant Weather all hands

Friday 23rd Pleasant Weather all hands

Saturday 24th Pleasant Weather all hands

Sunday 25th Pleasant Weather all hands

Monday 26th Pleasant Weather all hands

Tuesday 27th Pleasant Weather all hands

Wednesday 28th Pleasant Weather all hands

Thursday 29th Pleasant Weather all hands

Friday 30th Pleasant Weather all hands

Saturday 31st Pleasant Weather all hands

Sunday 1st Pleasant Weather all hands

Monday 2nd Pleasant Weather all hands

Tuesday 3rd Pleasant Weather all hands

Wednesday 4th Pleasant Weather all hands

Thursday 5th Pleasant Weather all hands

Friday 6th Pleasant Weather all hands

Saturday 7th Pleasant Weather all hands

Sunday 8th Pleasant Weather all hands

Monday 9th Pleasant Weather all hands

Tuesday 10th Pleasant Weather all hands

Wednesday 11th Pleasant Weather all hands

Thursday 12th Pleasant Weather all hands

Friday 13th Pleasant Weather all hands

Saturday 14th Pleasant Weather all hands

Sunday 15th Pleasant Weather all hands

Monday 16th Pleasant Weather all hands

Tuesday 17th Pleasant Weather all hands

Wednesday 18th Pleasant Weather all hands

Thursday 19th Pleasant Weather all hands

Friday 20th Pleasant Weather all hands

Saturday 21st Pleasant Weather all hands

Sunday 22nd Pleasant Weather all hands

Monday 23rd Pleasant Weather all hands

Tuesday 24th Pleasant Weather all hands

Wednesday 25th Pleasant Weather all hands

Thursday 26th Pleasant Weather all hands

Friday 27th Pleasant Weather all hands

Saturday 28th Pleasant Weather all hands

Sunday 29th Pleasant Weather all hands

Monday 30th Pleasant Weather all hands

Tuesday 31st Pleasant Weather all hands

Wednesday 1st Pleasant Weather all hands

Thursday 2nd Pleasant Weather all hands

Friday 3rd Pleasant Weather all hands

Saturday 4th Pleasant Weather all hands

Sunday 5th Pleasant Weather all hands

Monday 6th Pleasant Weather all hands

Tuesday 7th Pleasant Weather all hands

Wednesday 8th Pleasant Weather all hands

Thursday 9th Pleasant Weather all hands

Friday 10th Pleasant Weather all hands

Saturday 11th Pleasant Weather all hands

Sunday 12th Pleasant Weather all hands

Monday 13th Pleasant Weather all hands

Tuesday 14th Pleasant Weather all hands

Wednesday 15th Pleasant Weather all hands

Thursday 16th Pleasant Weather all hands

Friday 17th Pleasant Weather all hands

Saturday 18th Pleasant Weather all hands

Sunday 19th Pleasant Weather all hands

Monday 20th Pleasant Weather all hands

Tuesday 21st Pleasant Weather all hands

Wednesday 22nd Pleasant Weather all hands

Thursday 23rd Pleasant Weather all hands

Friday 24th Pleasant Weather all hands

Saturday 25th Pleasant Weather all hands

Sunday 26th Pleasant Weather all hands

Monday 27th Pleasant Weather all hands

Tuesday 28th Pleasant Weather all hands

Wednesday 29th Pleasant Weather all hands

Thursday 30th Pleasant Weather all hands

Friday 31st Pleasant Weather all hands

Saturday 1st Pleasant Weather all hands

Sunday 2nd Pleasant Weather all hands

Monday 3rd Pleasant Weather all hands

Tuesday 4th Pleasant Weather all hands

Wednesday 5th Pleasant Weather all hands

Thursday 6th Pleasant Weather all hands

Friday 7th Pleasant Weather all hands

Saturday 8th Pleasant Weather all hands

Sunday 9th Pleasant Weather all hands

Monday 10th Pleasant Weather all hands

Tuesday 11th Pleasant Weather all hands

Wednesday 12th Pleasant Weather all hands

Thursday 13th Pleasant Weather all hands

Friday 14th Pleasant Weather all hands

Saturday 15th Pleasant Weather all hands

Sunday 16th Pleasant Weather all hands

Monday 17th Pleasant Weather all hands

Tuesday 18th Pleasant Weather all hands

Wednesday 19th Pleasant Weather all hands

Thursday 20th Pleasant Weather all hands

Friday 21st Pleasant Weather all hands

Saturday 22nd Pleasant Weather all hands

Sunday 23rd Pleasant Weather all hands

Monday 24th Pleasant Weather all hands

Tuesday 25th Pleasant Weather all hands

Wednesday 26th Pleasant Weather all hands

Thursday 27th Pleasant Weather all hands

Friday 28th Pleasant Weather all hands

Saturday 29th Pleasant Weather all hands

Sunday 30th Pleasant Weather all hands

Monday 31st Pleasant Weather all hands

Tuesday 1st Pleasant Weather all hands

Wednesday 2nd Pleasant Weather all hands

Thursday 3rd Pleasant Weather all hands

Friday 4th Pleasant Weather all hands

Saturday 5th Pleasant Weather all hands

Sunday 6th Pleasant

Provisions used On Board Barque Greyhound In 185[illegible]

Pork used	Pork used	Beef used	Flour used
[illegible]th [illegible]			
[illegible]th 1	May 8th 1 Bbl	Three Bbls in the Bay	2 bags
[illegible]th three Bbls	Three Bbls " 9th	May 20th " 1 Bbl	May 17 " 1 Bbl
[illegible]th four Bbls "	three " do " " "	June first 1 Cask	May 24th 1 do " May 30 one Cask " 5 Bbls
[illegible]th four Bbls "	four " do " "	July 25th " 1 Cask	June 11th 1 Bbl 22nd 1 do July 7th 1 do
[illegible]th Seven Bbls	2 " do "	Sept 8th " 1 Cask "	August " 10 " 4 " Cask " Oct 8th 3 Cask
[illegible]th five Bbls	four " do "	Oct 8th " 1 Cask "	Nov 22nd " 6 Bbl " Cask opened
		Nov 11th 1 Cask	
		Dec 9th " 1 Cask	

Provisions used On Board Barque Greyhound In 1868

[illegible]th	1 Bbl Pork	Jan 6th " 1 do "	Jan 11th " 1 Cask
[illegible]th	one Cask 6 Bbls	Jan 15th " 1 do "	Feb 14 " one " Cask
[illegible]th 24th	one Bbl "	Feb 8th " 1 do "	March 16th 1 Cask
[illegible]th 6th	four Bbls "	Feb 25th " 1 do "	April 21 " 1 Cask
[illegible]th	4 " Bbls "	Three Bbls 16 " do "	June 2nd one Cask
[illegible]th	5 " Bbls "	April 6th " 2 do " "	July 7th " 1 Cask
[illegible]th	2½ Bbls "	May third " 3 " do "	August 10th 1 Cask
[illegible]th	1 Bbl "	Five first 1 do	Sept 10 " 1 Cask
	2 Bbls Pork	July 17th " 2 Bbls	Nov 18 " 1 Cask
[illegible]th	1 Bbl " "	August 13th 1 do	
[illegible]st	4 Bbls in Cask	Augs 24 " 1 do	
		Sept 22 " 2 " do	
		Dec 26th 4 Bbls Pork	

Provisions used On Board Barque Greyhound 1869

[illegible]th 29th	one Bbl "	do 1 Bbl " do	Feb 11th 1 Cask
[illegible]th [illegible]th	1½ Bbls "	March 9th " 1 do	April 4th 1 Cask
[illegible]th	2 Bbls "	April first " 1 do	May 13th 1 Cask
[illegible]th 22nd	4½ Bbls "	April 28th " 1 do	June 20 1 Cask
[illegible]th	1 Cask 5½ Bbls	May 17 " 1 do	July 22 1 do
[illegible]th	July 7th 13th	June 9th " 1 do	August 10 do
[illegible]th	Cask 5½ Bbls "	June 27 " 1 " do	
[illegible]th 20	1 Cask 5½ Bbls	July 8th " 1 " do	
[illegible]th	4½ Bbls "	July 21st 1 do	
[illegible]th	5½ Bbls	July 25th to	
[illegible]th 25th	6 " Bbls	Dec 13th	
[illegible]th	[illegible]	10 Bbls of	

Provisions used on board Barque Greyhound N.S.

	Beef	Received	Casks	Dried apples	Rice
1	Barrel	60 Gallons	60 Casks	40 lbs	1 Cask
30	Barrel	June 8th 18 Gallons	June 11 60 do		
		July 10th 21 do	Sept 20 " do		
		160 Gallons Casks			
		Aug 29 17 Gallons	Nov 60 do	Expend 29 lb	
		Expend 29 17 do	Dec	Opened 1 bbl	
		Sept 24 " 17 do	Butter 4 lbs 1 Cask	Casks for use	Aug opened
4	Beans	Oct 24 " 21 do	Sept 8th " 1 do		2 Casks for
		Nov 26 " 22 do	Nov 29 " 1 do		
		Dec 26th 22 do			

	Provisions	Used On	Board	Barque	Greyhound N.S.
Expt	20 Beans	Jan 26 1 Cask 187 lbs			
		Feb 26 " 22 do	Aug 8th 18 88	Dried apples	Rice taken
		March 26th 22 do	Opened Casks	at times	out of the
		April 26 " 24 Pors	of Butter		Casks unbeknown
		May 26 " 22 do	for use		unbeknown
		June 26th 22 do			
10	Beans	July 26th 22 do			
		August 22 do		Dried apples do	
		Sept 1 Barrel			
		1 new Cask 143 lbs			
May 18	Beans	Oct 26 " 20 July			
		Nov 20 do			
		Dec 26 " 21 Jan			

"	Provisions	Used On	Board	Barque Greyhound N.S.
		Jan 26 20 Jan		
	Beans	Feb 26 28 Jan	Butter	
	none	March 23 do	August 20	
		April 23 do	Opened Last	
		May 23 " do	Cask of Butter	
		June 22 do		
		July 23 do		
		August 23 " do		
		Sept 21 " do		
		Oct " 22 " do		
		Feb 27 " do		
		Dec 21 " do		

Provisions Issued On Board Barque Greyhound in 1861

Month	Beef	Pork	Bread	Flour
Jan 6th	Jan 6th 1 bbl	Jan 6th 1 bbl	Jan 7th 1 Cask	Jan 2nd 2 bbls
[illegible]	1 do	Jan 21st 1 do	Feb 4th 1 do	
[illegible]	do	Feb 10th 1 do	May 5th 1 Cask 130	March 25 2 bags
[illegible]	[illegible]	Feb 21st 1 do	June 7th 1 Cask	April 07 1 17 1
April 5th	1 bbl April 7th 1 do	Feb 25 1 Cask Feb	August 6 1 Cask	April 26th 1 do May 6th 1
April 27th	1 do May 5th 1 do	March 15th 25th 1 do	Oct 10th 1 do	May 12 do 19 1 do 27 1
May 19	1 do May 25 1 do	May 9th 15 22 1 do		June 2nd 1 do June 12th 2
June 5th	1 do July 29 1 do	June 15th 1 do		June 20 2 do 26th 2 do
July 30	1 do August 13th 1 do	July 4th 1 do 24 1 do		July 6th 2 do 14 2 do
August 16th	1 do 25th 1 do	August 7th 1 do 21 1 do		July 23th 1 do
Sept 7th	1 do 26th 1 do	Sept 4th 1 do 14th 1 do		July 30th 1 Cask & 4 bbls
Oct 15th	1 do 26th 1 do	Sept 25th 1 do		August the first cask
Nov 7th	1 do 18th 2 do	Oct 10th 1 do 25th 1 do		of flour & four was
[illegible]	1 do 26 2 do	Nov 7th 1 do 21 2 do		39 Months and
Dec 11th	1 do 18th 1 do	Dec 5th 1 do 25 2 do		Oct first 2 bags 2
Dec 25	1 do 30 2 do			Oct 19th 1 do 22 1 do
				Oct 31th one dozen 12 bags

Provisions Issued On Board Barque Greyhound in 1861

Pork	Bread	Flour Dec 2 bags
Dec 14th [illegible]	Feb 6th Stores	Jan 2 bags
Feb 11 do	the last Cask	Issued [illegible]
Feb 17 do	of Bread	9 bags
March 15th 1 do	[illegible]	August first [illegible]
March 29 1 do	July 7th 1 piece Beef	
April 8 1 do	August 29 last piece	
[illegible] 1 do		
[illegible]		
May 19 1 do June 7th 1 do		
[illegible]		
[illegible]		
June 3 Bulls		
July 15th 1 do		
August 16 1 do		
[illegible]		
[illegible]		
[illegible]